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No. 21,531

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SATURDAY, AUGUST 7, 1926.

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SWIMS CHANNEL.

FIRST WOMAN TO GET ACROSS.

GERTRUDE EDERLE'S FEAT.

Not only has she won the distinction of being the first woman ever to swim the English Channel, but she has reduced the record time of that swim by over two hours. Such is the notable performance of Miss Gertrude Ederle, the famous American lady swimmer, as told in the following *Reuter* telegram to reach Hongkong this morning:—

London, August 6.

Miss Gertrude Ederle succeeded in swimming the English Channel, from Cape Nez to Kingsdown, her time being 14½ hours.

SWIM DESCRIBED.

Later.

Miss Ederle is only 19 years of age and she is the first woman to swim the Channel.

She started from Cape Gris Nez about seven o'clock in the morning and reached Kingsdown, off Deal in darkness at 9.30 this evening. She was thus in the water much longer than during last year's attempt.

The sea was calm at the start, but later there was a stiff breeze and the sea roughened. She encountered trouble on nearing the English shore, but landed in perfect condition.

She was accompanied by a tug equipped with wireless, which constantly served American newspapers.—*Reuter*.

"Well done!" will be the instinctive call of every sportsman the wide world over at this splendid exhibition of swimming prowess and endurance. Miss Ederle made a valiant effort to swim the Channel last summer but had to give up after a game fight against adverse tide and otherwise bad conditions. For many weeks past she has been in training at Cape Nez, in company with that great swimming veteran, William Burgess, who was the second man to have the honour of completing the swim. Another well-known American lady swimmer, Miss Lillian Cannon, has also been training in company with Miss Ederle, and old William Burgess has been confident that one or other of his charges would make a successful assault on this treacherous swim of 21 miles sometime this summer. Miss Gertrude Ederle has now justified the hopes of her famous trainer and also aquatic America.

PREVIOUS SUCCESSSES.

The following is the full list of swimmers who have crossed the English Channel:—

Captain Matthew Webb swam from Dover to Calais in 21 hrs. 45 mins. August 24 and 25, 1876.

Thos. William Burgess swam from Dover to Calais on Sept. 5 and 6, 1911, in 22 hrs. 45 mins.

Henry Sullivan, U.S.A., swam from Calais to Dover, on August 5 and 6, 1923, in 27 hrs. 23 mins.

Sebastiano Tiraboschi, Italy, swam from Calais to Dover, on August 11 and 12, 1923, in 16 hrs. 23 mins.

Charles Toth, U.S.A., swam from Calais to Dover, on Sept. 8 and 9, 1923, in 16 hrs. 54 mins.

It will be seen that previous to the new record now established, the fastest time was made by Tiraboschi in 1923, this being 16 hours, 30 minutes. Miss Ederle's time is two hours under that, and about half the time that was taken by A. Sullivan in 1923.

MISS EDERLE'S RECORDS.

For the past four years, Miss Ederle has been America's leading lady swimmer and is the holder of many of the world's amateur swimming records for women. She has made the fastest amateur times for the following distances:—150 yards, 300 yards, 400 metres, 440 yards, 500 yards, 500 metres and 880 yards. She employs a power—*(Continued on Page 16.)*

REPULSE BAY "TIGER" STORY.

WHAT A LOCAL LADY REABLY SAW.

ONLY A SMALL DEER!

Stories have been circulating in the Colony to the effect that a couple of days ago a real, live tiger was seen in the neighbourhood of the Repulse Bay Hotel. One or two ladies were said to have seen it, and the news soon got around, one report being to the effect that the animal had been observed prowling up and down the beach.

As the story gained currency, owners of motorcars began to wonder whether it was safe to go to the Bay, in view of the possibility of the reappearance of Mr. Stripes. In some quarters the theory was held that the animal might have swum across from the mainland, got on to the island and then found its way to the southern shores of Hongkong.

There is no need for a "scarer," however, for the simple reason that although an animal was seen at Repulse Bay, it was by no means a tiger—only a harmless little deer!

The tale of the animal having been seen on the beach is an exaggeration of the facts. What actually occurred, we learn, is that a lady saw an animal in the distance at the back of the Hotel, and mistook it for a tiger. Investigations were later made, and the animal was again sighted, but on this occasion there was no doubt as to its identity, and it merely turned out to be a deer!

Bathers can therefore continue to go to Repulse Bay without the least fear of encountering anything so formidable as a tiger.

SEX QUESTIONS.

Y. M. C. A. DEMAND.

Helsingfors, Aug. 6.

Among the resolutions passed by the final session of the Y.M.C.A. World Conference was one which observes that the conference has ample evidence that boys and young men are greatly concerned on the sex question. The resolution urges the Y.M.C.A. to impress on parents the obvious duty of giving accurate knowledge on sex to children and to unite with Christian doctors and teachers in finding out the best methods of imparting this in a Christian setting.

Professor Elliot, summarizing the discussions, remarked that the demand for information on this question had been more insistent than on any other.—*Reuter*.

FRENCH AFFAIRS.

THE DEET PROPOSALS.

Paris, August 6.

As a result of the agreement between M. Poincare and the President of the Chamber's Finance Committee, the latter is appointing a special Reporter to examine the ratification proposals with regard to the Washington and London Debt Agreement.—*Reuter*.

London, August 6.
The closing rates of francs were:—French, 158; Belgian, 153½.—*Reuter*.

OUR GOVERNOR.

HONOURED BY HIS MAJESTY.

Today's Government Gazette announces the appointment by His Majesty the King of His Excellency Sir Cecil Clementi, K.C.M.G., as a Knight of Grace of the Venerable Order of the Hospital of St. John of Jerusalem in England.

NEW WONDERS.

PLANT-LIFE LIKE MAN'S.

LATEST DISCOVERY.

Rugby, Aug. 6.

Parliament having dispersed, political topics of discussion have receded somewhat into the background.

For the moment, more interest is being taken in the proceedings of the British Association for the Advancement of Science, which have been honoured by the participation of the Prince of Wales.

What is considered one of the most remarkable demonstrations which have ever been given before the Association was that made by Sir Jagadis Chander Bose, the Indian scientist, this afternoon. Hitherto men of science have held the belief that the life mechanism of plants is a wholly different thing from that of animals, one being constantly passive and the other aggressive and active. Outwardly therefore, it has not appeared that there is any continuity between them.

PLANTS HAVE HEARTS.

The contention advanced by Sir Jagadis Chander Bose after four continued experiments in Calcutta that have been arousing world attention, is that such assumptions are entirely wrong. He says plants have hearts and that he can record

BANKRUPT RAILWAY.

Peking-Mukden Line's Difficulties.

Shanghai, August 7.

The *N. C. Daily News* Peking correspondent states the Peking Mukden Railway has been declared bankrupt by firms dealing in materials and supplies.

The railway is in the market for \$1,200,000 worth of steel rails, but no Bank will guarantee payment, as the last coupons were only paid by defaulting on promised payments for oil and other supplies.

The correspondent adds that the Railway's debts in April were \$10,000,000 and are now approaching \$12,000,000.—*Reuter*.

their heart-beats clearly and vary those beats simply by administering stimulants or depressants. By means of an exceedingly delicate apparatus, Sir J. C. Bose to-day was able to show on sensitised plates the reactions of plants to drugs. To prove that the sap in plants is driven in the same way as blood in man, the lecturer put a dying marigold into either and another dying marigold into deadly poison. The first plant revived and the second drooped and died.

STRUGGLE FOR LIFE.

The audience of scientists watched with intense excitement a snapdragon's struggle for life. A spot of light, representing the snapdragon's pulse was thrown on the wall of a darkened room. Poison was administered to the plant. The spot of light moved to the left—towards death. Then, when almost at the point of death, the snapdragon was given ether. For minute after minute, the spot of light remained stationary while the forces of life and death met in combat. Then the light moved to the right—towards life. Its first movement to the right was greeted with a storm of applause.

CHINLESS MEN.

Another remarkable feature has been the exhibition of a skull discovered at Gibraltar by Miss Garrod. It was a striking commentary on the position which women scientists hold to-day. Miss Garrod made the discovery while excavating a site at Devil's Tower. Sir Arthur Keith declared this discovery to be important. He said

LATEST HUNAN WAR REPORTS.

ORDER FOR BORODIN'S ARREST.

LABOUR THREATS.

General Sun Chuan-fang, Tupan of Chekiang and Kiangsu, has, according to a report, wired Marshal Wu Pei-fu, who is now in Peking, that his army is not going to invade Kwangtung unless the Kuomintang Army interferes with Kiangsi and Fudien first.

Marshal Wu Pei-fu will not be able to return to Hankow from North China to direct the "Anti-Red" campaign in the South, it is thought, as the "Reds" have not yet been driven far enough to render Peking immune from danger. In the meantime, Chao Heng-ti, the Hunan Tsuchun, whose power is being disputed by General Tang Song-chi, a pro-Kuomintang commander, is carrying on at Yochow, an important city in Hunan.

The Peking Government on August 2nd issued a mandate ordering the arrest of M. Borodin, the Soviet-Commissioner to South China, accusing the latter of having implicated himself in the present invasion of Hunan by the Kuomintang from Kwangtung. M. Borodin is still in Canton advising the Kuomintang in political and financial matters.

The Canton Police, to check further labour feuds in the Southern capital, have again issued another warning, this time advising the Labour Union that further attempts, during the period of war against the North to make trouble on the rear, will be considered acts of counter-revolution and treason. Notwithstanding the warning, the mechanics belonging to the Central Union are said to have already prepared bombs, besides a post of 120 gun-men for further war; while the Kuomintang Workers Conference is recruiting several hundred boxers to assist in further struggles.

AMERICAN DESERTER.

SENTENCED TO TWO MONTHS.

A deserter from the American Army, according to his own admission, Rufus Horak, 24, appeared before Major C. Willson this morning and was sentenced to two months' hard labour on a charge of not having a passport.

Sub-inspector Fallon said that Horak gave himself up to the local police on the 1st instant, after having wandered about the Colony for six days. He then admitted that he had deserted from the American Army in the Philippines, and instructions given by Mr. T. H. King were that Horak should be held for subsequent expulsion. Meanwhile, Horak's papers and photographs had been sent to Manila for identification, and the would be deported back to Manila. Horak was, first charged on a count of vagrancy, but as it was thought that a conviction on this charge would not confer the powers applied for by the Director of Criminal Intelligence, the charge was dropped in favour of the more serious one of non-possession of a passport.

It was the first completely representative skull of a Neanderthal child yet found. It was the skull of a young boy, aged from eight to ten years. There was no doubt that the kind of men living in Europe at this time—over 20,000 years ago—were a most peculiar species. They were more different from us than we could realise. They differed far more from us than the fair Nordic differs from the black negro.

Sir William Boyd Dawkins described how the Neanderthal man had no chin and could not assume an erect attitude. The date of the Neanderthal man was so infinitely remote that they could only measure it by geographical evolution. It is by geographical evolution.—*British Wireless*.

RICE TRADE.

HOW CANTON GETS SUPPLIES.

DROP IN PRICES.

The problem of how Kwangtung, with its 34,000,000 population, is able to feed itself at the present moment is one of particular interest. Before the boycott, Canton was almost solely dependent on Hongkong for its rice-supplies, of which some 30,000 tons, or, roughly, three times the quantity exported to other parts of China, were transhipped by junks and steamers to Canton.

With the coming of the boycott, and the cessation of transport, conditions came into being which necessitated a reorganization of Canton's system of importation. Whereas rice imports from Saigon and Bangkok were formerly put through the Nam Pak Hong, Canton merchants have now performed had to do without the help of local middlemen and through their agents in Saigon and Siam they are at the present moment obtaining the grain direct from these places.

FREIGHT BOOM.

A boom in freights was created on the Saigon-Canton and Bangkok-Canton runs, and at the height of this prosperity for number of shipping firms which were able to profit from prevailing circumstances, some twenty shops, mostly of Norwegian registry, were employed in the trade. This was at the beginning of this year, since when with the assurance of a fairly good native crop, the demand has considerably fallen off, with the result that the number of ships actually engaged in this line of freight have dropped to half the number at the height of the rice boom.

Between the months of January and April, (the period preceding the spring harvest), there has always been a considerable demand for foreign rice, it being a well-known fact that as a rice-producing centre Kwangtung falls far short of its own domestic requirements. The crop recently harvested was 20 per cent below average, and the margin of Kwangtung's requirements at the moment is discharged by four ships from Saigon and six ships from Siam.

PRICE-CUTTING.

This considerable easing off in the demand has caused no little anxiety on the part of the importers in Canton, who are left with the prospect of little employment for their ships, which are engaged mostly on time-charter. To save the position, these dealers are selling their consignments when and wherever the opportunity offers, not without some considerable cutting down of the prices. Thus the peculiar position is witnessed to-day of rice being bought by the consumer in Canton at a much cheaper price than it is in Hongkong. The prevailing rate at the moment in Canton is between 40 and 50 cents per picul, according to quality.

IMPORTERS' HOPES.

Meanwhile, the importers in Canton, although they have to cut down their prices to suit circumstances, are not without hopes that the season of heavy requirements, when it next comes at the end of this year, will mean considerably heavier imports than was the case at the beginning of this year; as indications are found, from the recent abnormally heavy rains and floods, of difficulties in the way of a good autumnal crop being planted.

As to Hongkong's rice imports, these have dropped down almost to the level of local consumption, which before the strike was 6,000 piculs per day, but which has since fallen to about 3,500 piculs. There is, very little in stock at present.

Bulls and Inners

From the Office Butts.

Nervous players who have hitherto crumpled up under strain of the merciless glare from the grandstand, will welcome the announcement that, in nocturnal tennis "The server and receiver are always free of the glare handicap."

A Singapore man has made a million dollars out of tin. In Hongkong such an accomplishment would count a feat punishable by about three years' hard labour.

An orator in New York died whilst protesting against jazz yesterday and was due at Kobe at 6 a.m. to-day. Kobe or not Kobe, that is the question!

Last year there was a marked increase amongst animals in Hongkong of a disease popularly known as "Big Head." A few bumptious individuals are also believed to have been affected.

The wife's new hat may be straw but its price will be felt, all the same.

Only five more months in which to pay your last Christmas bills.

Poison liquor revelations in America show that if it isn't the land of the free, it's the home of the brave.

We've an idea that the "bob" was invented by some safety razor dealer.

"Straighten up and do your best" urged a would-be mediator in the Coal Strike. "We thought everybody was bent on doing his best."

There's a shortage of eggs in Canada. Suppose hotel residents are going without breakfast.

"How is Lenglen pronounced?" asks a correspondent. Generally wrong.

We suppose most men like travel because there's no place like home.

In Hongkong, far too many people make the mistake of taking silence as profundity of thought.

These Tennis League matches appear to be useful and tourmental.

Many a modern girl regards herself as a pillion heiress.

Because of his raid on the Road Fund, Mr. Churchill is regarded by motorists as somewhat of a highway robber.

Cook (the miners' leader) doesn't apparently like the Cabinet pudding.

Users of Pelder Street certainly have their ups and downs.

There is no truth in the rumour that in view of the shortage of caddies at Fanling, members are to be requested to take their own tee caddies.

A local resident complains that he was charged twenty cents for a bottle of distilled water, which proves that "still" waters do not always run cheap.

Many a young man flirts until some girl alters him.

London dance masters shake their heads at the Charleston. Other people shake their knees.

"Bootlegger's Goldmine" reads a heading in an American newspaper. We suppose it referred to quartz.

According to a news item an Italian priest has discovered an earth which cures all ills. 6' x 4' x 2' is an effective dose.

The Bishop of London recently stated that he doesn't mind his clergy indulging in an occasional whiff. Holy smoke!

It is now claimed that scientific thinking will increase the average span of life to 150 years. We don't think.

This Anglo-American debt argument is becoming a bit tiresome from either wrangle.

According to the *Telegraph*, "The Empress of Asia" left Kobe at 6 a.m. yesterday and was due at Kobe at 6 a.m. to-day. Kobe or not Kobe, that is the question!

We'd like to know where some of these spring chickens, figuring on local menus, sprang from.

As we read the political situation, Baldwin would beat Bogey if he could get over the coal-bunkers.

On the rivers at Home, girls are now wearing painted dresses. But some of them appear to have let go the painter.

The idea of the Baby Week movement is to make baby strong.

Ever notice how easy it is for a man to be good-natured when everything good comes his way?

Some women call a man fickle because he doesn't have the same opinions at 40 as he did at 20.

The Test matches show that British sport isn't played out. But weather-vagaries lead to lots of play doubt.

Owing to labour troubles, a cigar factory is at a standstill. Perhaps the workmen took leave.

That a profitable business in America can meet with a frozen reception in Shanghai, is indicated by the importation to that port of 19,992 quarts of ice cream in one shipment.

"Excuse Me showing for three days" ran a *China Mail* heading. For our part we are quite willing to providing it doesn't happen again.

There is said to be a shortage of actresses in England. Perhaps the public doesn't like them long.

The writer who believes that the cinema will supersede the theatre evidently believes that actors should be screened and not heard.

"Only clever dressmakers can make a living nowadays," states a London newspaper. The survival of the fittest!

"Cobras, pythons and bamboo snakes have been seen several times," states a Chung Chau correspondent. Most bamboozling.

Such a state as the above must indeed be nerve racking, and we are therefore not surprised to hear that harassed residents imagine that even "Activities are springing into being."

"It is still true that putting beggars on horses tempts them to ride," says this morning's *Morning Post*. By the same token, putting angels on horseback tempts them to glide!

Chinese War Lords have a million and a half men under arms, but they can't keep them in hand.

The "Wets" in America regard the Prohibition issue as a case of sink or swim.

It's reported that Americans annually buy \$12,000,000 worth of pianos on credit. Musical notes.

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ARMS SEIZURE.

ATTEMPTED SMUGGLING TO CANTON.

The argument that ships' officers only perfunctorily carry out their duties of search under the Piracy Prevention Regulations was exploded on Thursday, when an astonishing seizure of arms was made on board a.s. Fatsan, whilst on route to Canton.

The seizure consisted of 12 Mauser pistols, 20 Smith and Wesson revolvers and approximately 3,000 rounds of ammunition. It is believed that three members of the crew were concerned, but only one of these, the ship's painter, has been arrested.

The story of the seizure and details of this bold attempt at smuggling are extremely interesting and throw a light on the offshoots of those engaged in the nefarious traffic. That the seizure was made and that one of those responsible is now in custody, is solely due to the vigilance of the officers of the Fatsan.

First News.

The first news of the seizure received in Hongkong was conveyed in a wireless message to Chief Preventive Officer Clark from the master of the Fatsan, despatched via H.M.S. Cienla at Canton and the Naval Authorities. Revenue Officers were on the Canton, Wharf awaiting the ship's arrival, as were also Police officers in connection with other matters. The master having made his report, the prisoner and the arms were turned over to the Police in accordance with regulations.

It was then ascertained that there were facts concerning the case which were out of the ordinary. The Fatsan left on Thursday morning at 8 a.m. on her scheduled run and had reached a point between Capsulim and Castle Peak, when it was reported to the master that arms had been discovered in the lamp-room's room. Further search was ordered and yet another cache was revealed. This time it was a fish tub that held the weapons. Both packages were wrapped in sackcloth and securely tied.

Airtight Containers.

During the search, certain other suspicious objects were found, these being six cunningly reconstructed kerosene tins. Into these a wide double tube had been fitted, which, when capped became airtight and gave the tins a great reserve of buoyancy. The arms and containers were then put under lock and further investigations carried out.

Inquiries led to the arrest of the ship's painter and before long the plan in its entirety was revealed. It had been arranged that in the vicinity of the Taishek Barrier a sampan would be awaiting the Fatsan—and the arms. To identify the sampan, the occupants were to hoist a man's hat on the top of a bamboo pole and the containers, packed with the arms and made airtight and buoyant by the tubes, were to be thrown overboard and picked up by the sampan crew.

The Signal.

Taishek Barrier was awaited with a great amount of curiosity by those on board, and they were not disappointed. Up went the hat on the pole; but no arms went overboard.

On arrival in Canton the matter was reported to the British Naval and Civil Authorities and arrangements were made to inform Hongkong by wireless. The return journey to Hongkong was made yesterday without further incident, except that the gun-running sampan was again waiting for the consignment of arms, which had not been forthcoming on the previous day.

Hitherto, most of the arms seizures which have been made have consisted of weapons which were being smuggled into the Colony. The case reported is believed to be almost unique in that a wholesale consignment of this nature, after having been landed, has been reshipped to another port. At the same time, the means adopted for disposal, although ingenious, are not unknown.

PROMENADE CONCERT.

SUCCESSFUL ENTERTAINMENT AT VOLUNTEER H.Q.

The Band of the East Surrey Regiment, assisted by local artists, gave a very enjoyable concert on the Volunteer Parade ground yesterday evening. The band played with its usual finished touch, but only very familiar and popular items were rendered. On one occasion the band gave a thoroughly successful concert of more important music in the Theatre Royal and music lovers would no doubt be very grateful if the experiment could be repeated on other occasions instead of the all too familiar, popular marches and selections from comic opera.

What was given, however, was rendered with skill and heartily applauded. The items were "Lorraine" (Gannes), "Mercenary Mary" (Godfrey), selection from "Madame Butterfly" (Puccini), Henry VIII Dances (German), "Four Ages of Man" (Lachner), Selections from "Gondoliers" and "Rose Marie" and the inevitable and unattractive "Charleston."

Mr. H. E. Gardner sang with much charm, his selections being "Onaway Awaka," and "Beneath Thy Window."

Miss V. Jefford added to the programme with some admirable dances, "Romance" and "French Folly."

PIRACY CHARGE.

FOURTH MAN ALLEGED TO BE IMPLICATED.

A Chinese was charged at the Central Magistracy yesterday with being concerned in the piracy of a fishing vessel about ten miles from Tai O, Lantau Island on May 29.

A similar charge was preferred against three Chinese at the Central Magistracy some weeks ago when they were committed for trial at the Criminal Sessions. The fourth man was arrested recently following further police inquiry.

A small boy, a member of the crew of the pirated vessel, related yesterday how another boat came alongside while they were in the vicinity of Lap Sap Mei. Three men boarded the fishing boat, one attacking a member of the crew.

The women on board were pushed into the sea and witness took to the water and started to swim to safety. He saw the men prodding the women with bamboo poles as they clung to the tiller, forcing them to release their hold.

Witness eventually reached Lantau Island after swimming many hours in a rough sea. None of the other members of the crew of the pirated vessel had been seen since.

He said a fourth man remained on the pirates' boat, but witness could not recognise him as the defendant. The case was adjourned.

CHURCH AND STATE.

AMERICAN RESENTMENT.

Philadelphia, Aug. 6.

"President Calles" representatives have insulted and degraded and expelled American citizens in circumstances abhorrent to our conceptions of constitutional government."

The Knights of Columbus in these terms directly call the attention of the United States Government to the situation in Mexico, and declare Americans cannot endure the Russianising of Mexico at their very doorstep. They demand that Mr. Kellogg resolutely insist that Americans in Mexico be treated with the same respect as Mexicans in the United States. *Reuter's American Service.*

OBITUARY.

AUTHORESS ON CHINA.

London, Aug. 6.

The death has occurred of Mrs. Little, the novelist, wife of the late Mr. Archibald John Little. *Reuter.*

The late Mrs. Archibald Little was an Englishwoman born in Madaira, and married in 1886 the pioneer of the upper Yangtze, the late Mr. Archibald Little, who was the author of "The Far East" and "Through the Yangtze Gorges," Mrs. Little was the founder, and later the president of the Tien Tau Hui, or Anti-Footbinding Society of China; and was vice-president of the Women's Conference at Shanghai in 1900. She lectured before the geographical societies all over Britain. She published a number of books, mostly on China—including "The Land of the Blue Gown"—many novels, and magazine and newspaper articles; besides editing her husband's "Across Yunnan."

WELL-KNOWN STRAITS CHINESE.

(Our Own Correspondent.)

Singapore, August 6.

The death has occurred of Mr. Tan Hup-leong, one of the leaders of the Straits Chinese community.



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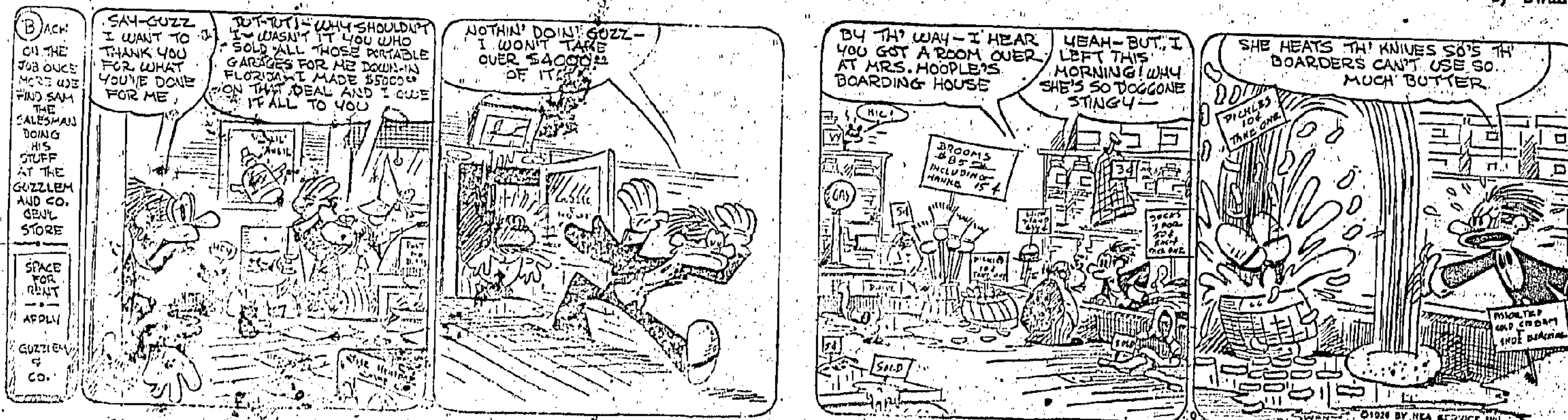
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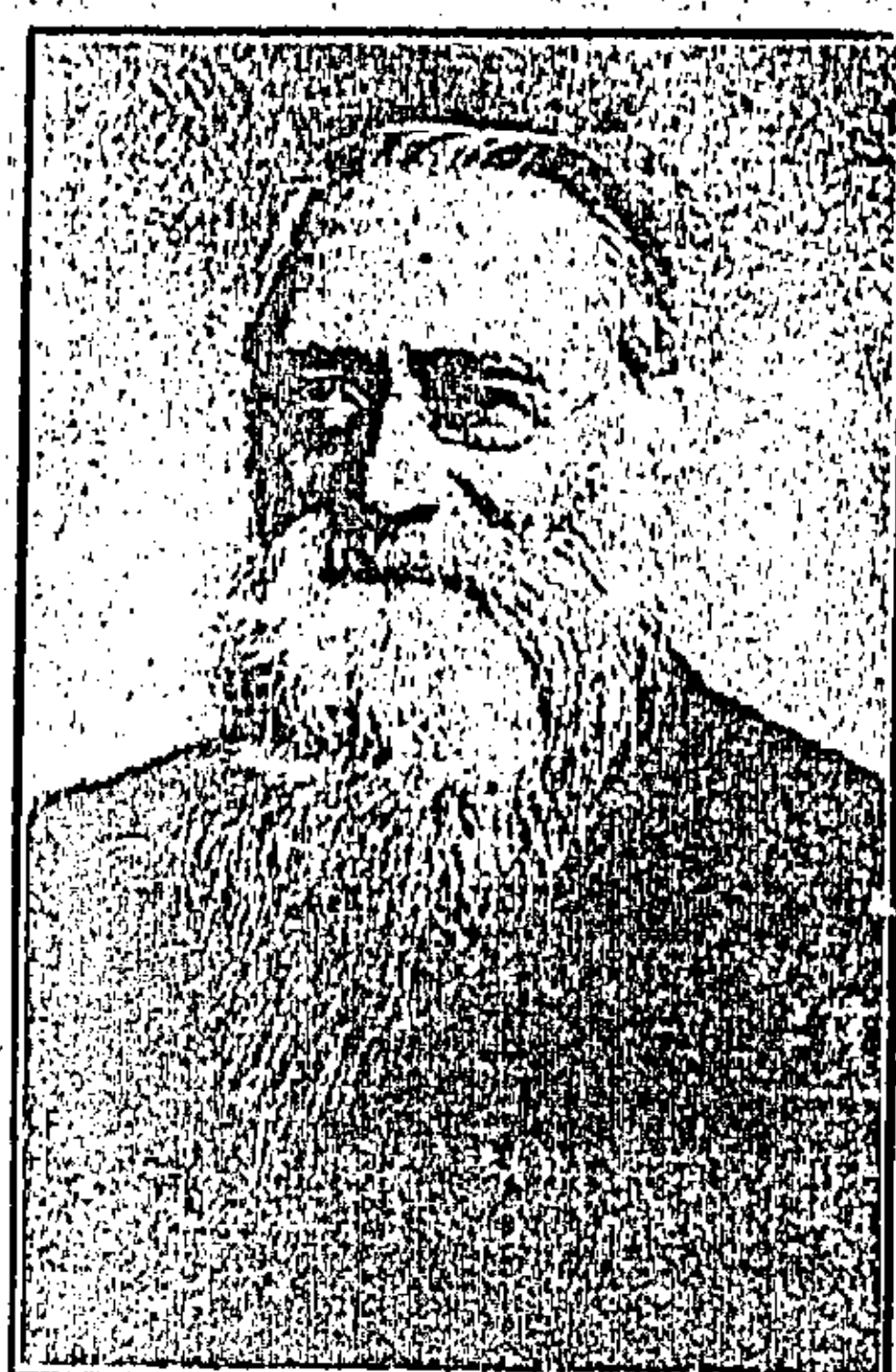
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Slick, We Call It

By Swan

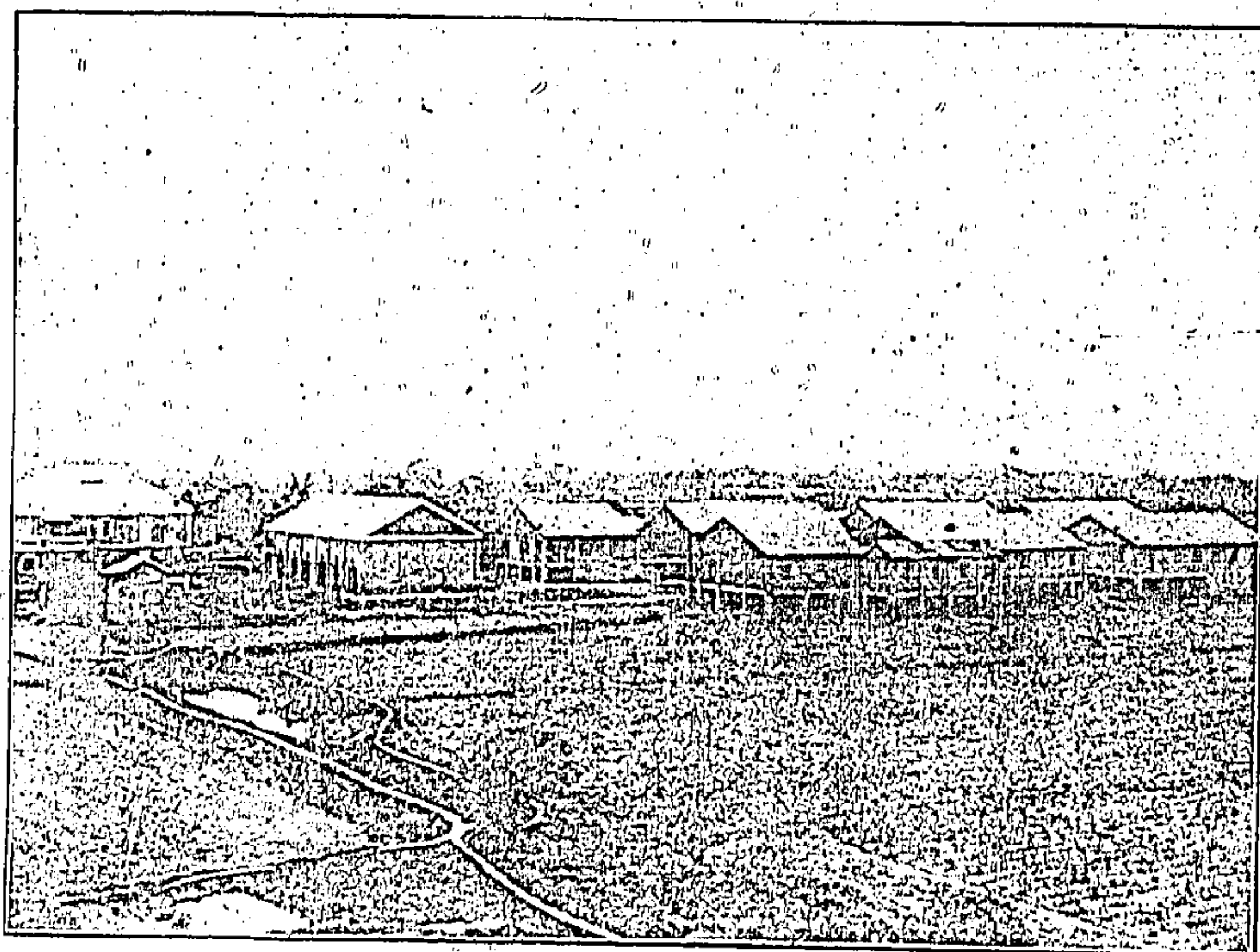




The late Rev. Father Conrardy, whose remains were this morning exhumed at the Catholic Cemetery, Happy Valley, for re-interment at the Leper Colony, Sheklung, which he founded.



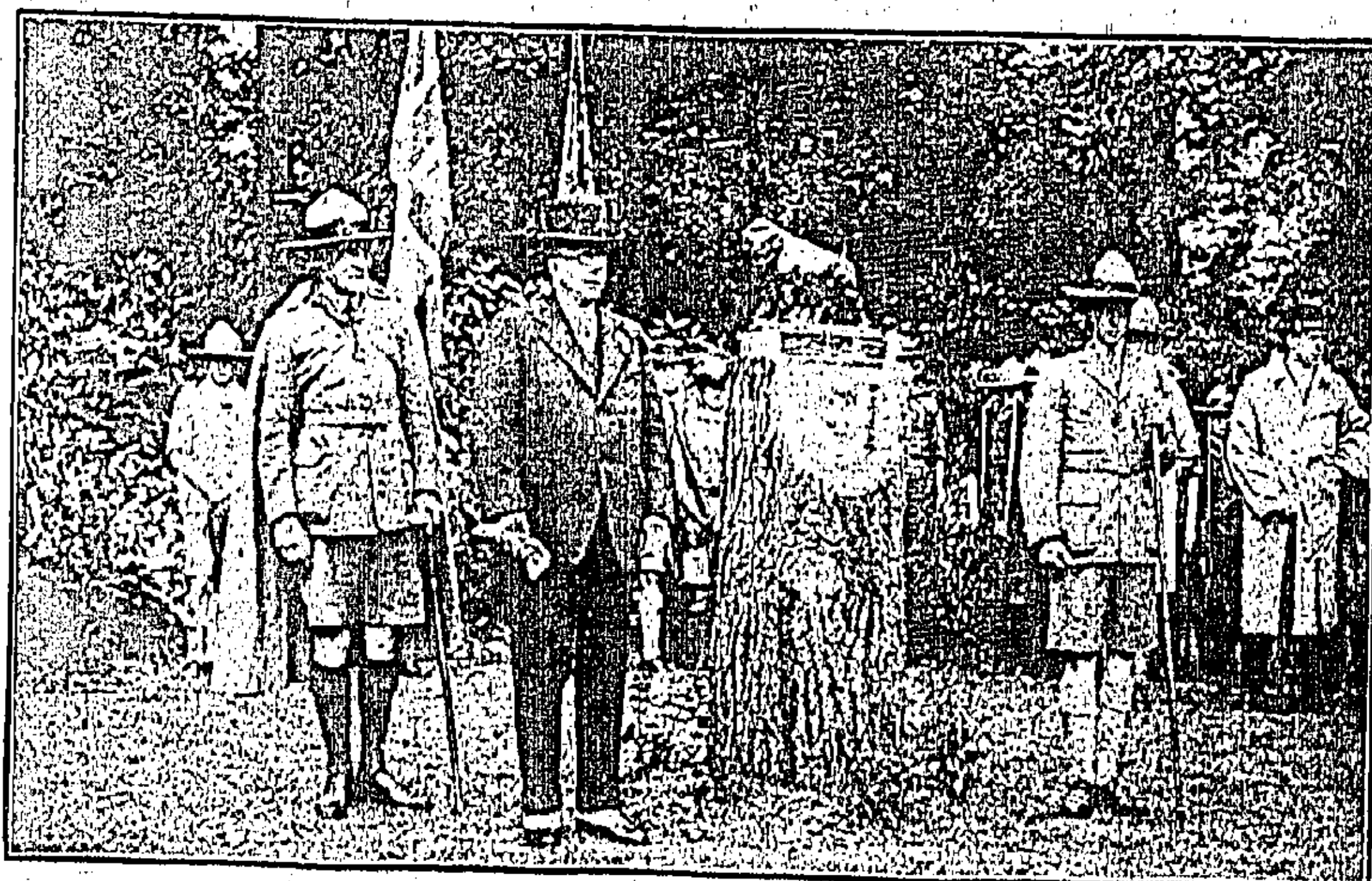
Women lepers being treated at the Sheklung settlement, showing Sister Mary-Bernadette in charge.



Some of the women's wards at the Sheklung leper colony, built up on piers to avoid inundation by the frequent floods.



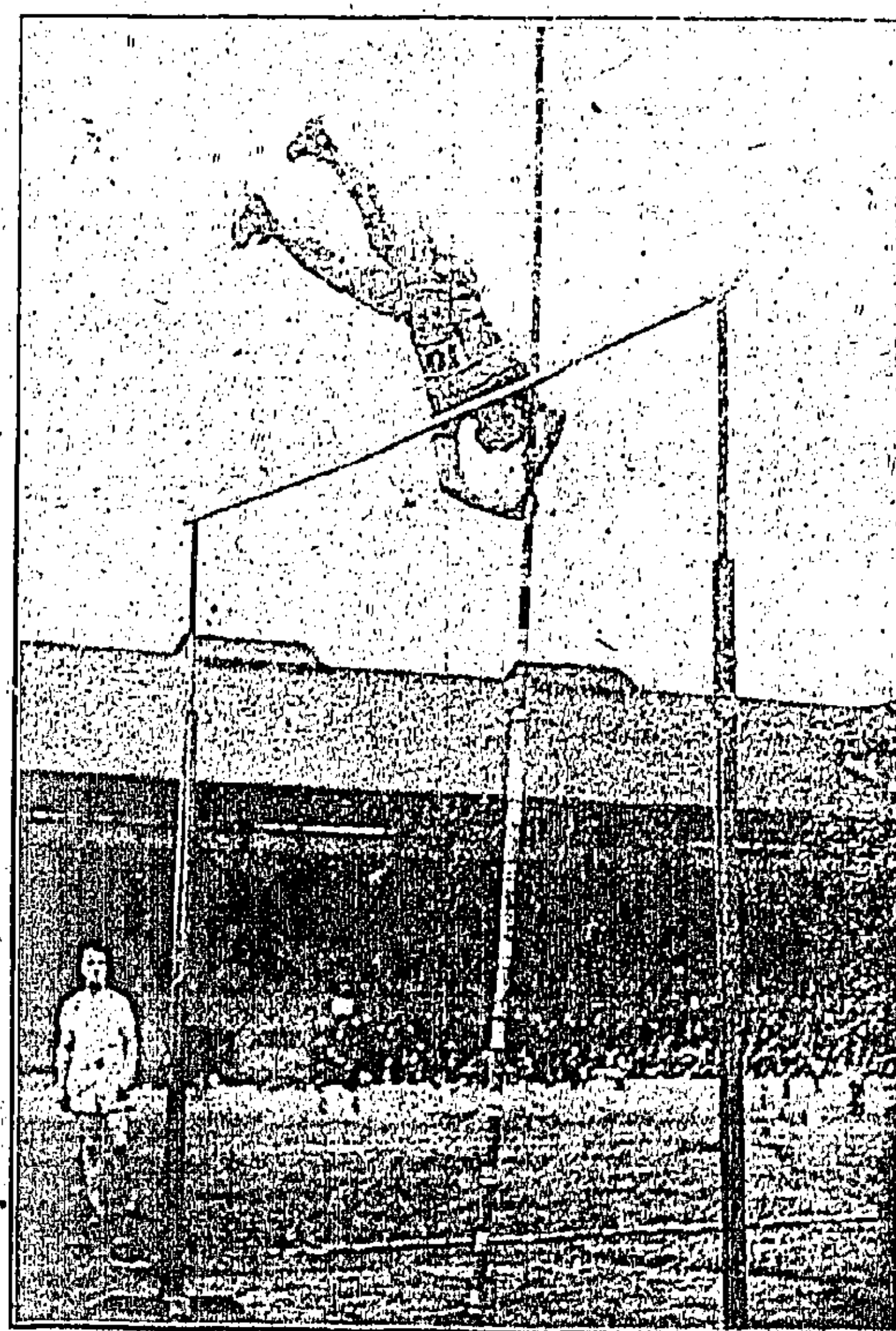
Father Dezvazieres (Priest-in-Charge) and Father Tchao with Sisters at the Catholic leper colony at Sheklung.



The Prince of Wales at the dedication of a bronze statue of a Bison in Epping Forest, presented by the United States in memory of the "Unknown Scout" whose kindness to an American tourist caused the spread of the Boy Scout movement across the Atlantic.



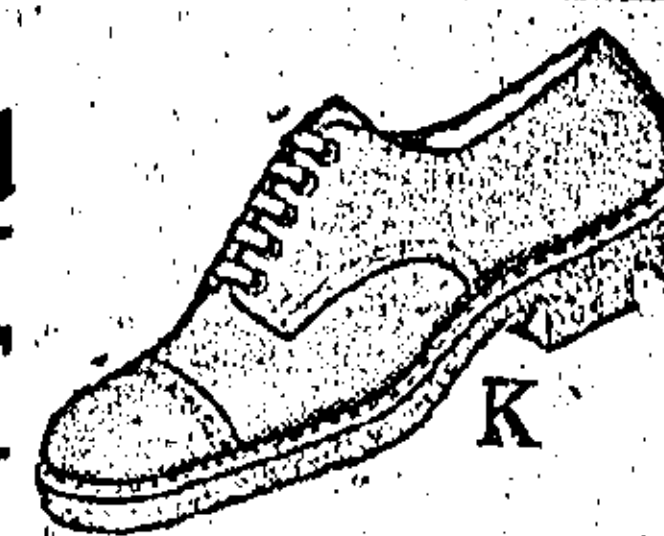
A lady competitor at the Richmond Horse Show taking the treble bar in the Jumping Competition.



The camera here caught F. J. Kelly (Hampshire A.C.) clearing 12 ft. 1 in. at the A.A.A. meeting at Stamford Bridge.

Shoes that need

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have the fore part one fitting wider than the heel. RESULT—a close clinging fit for heel and ankle; comfort for the toes.

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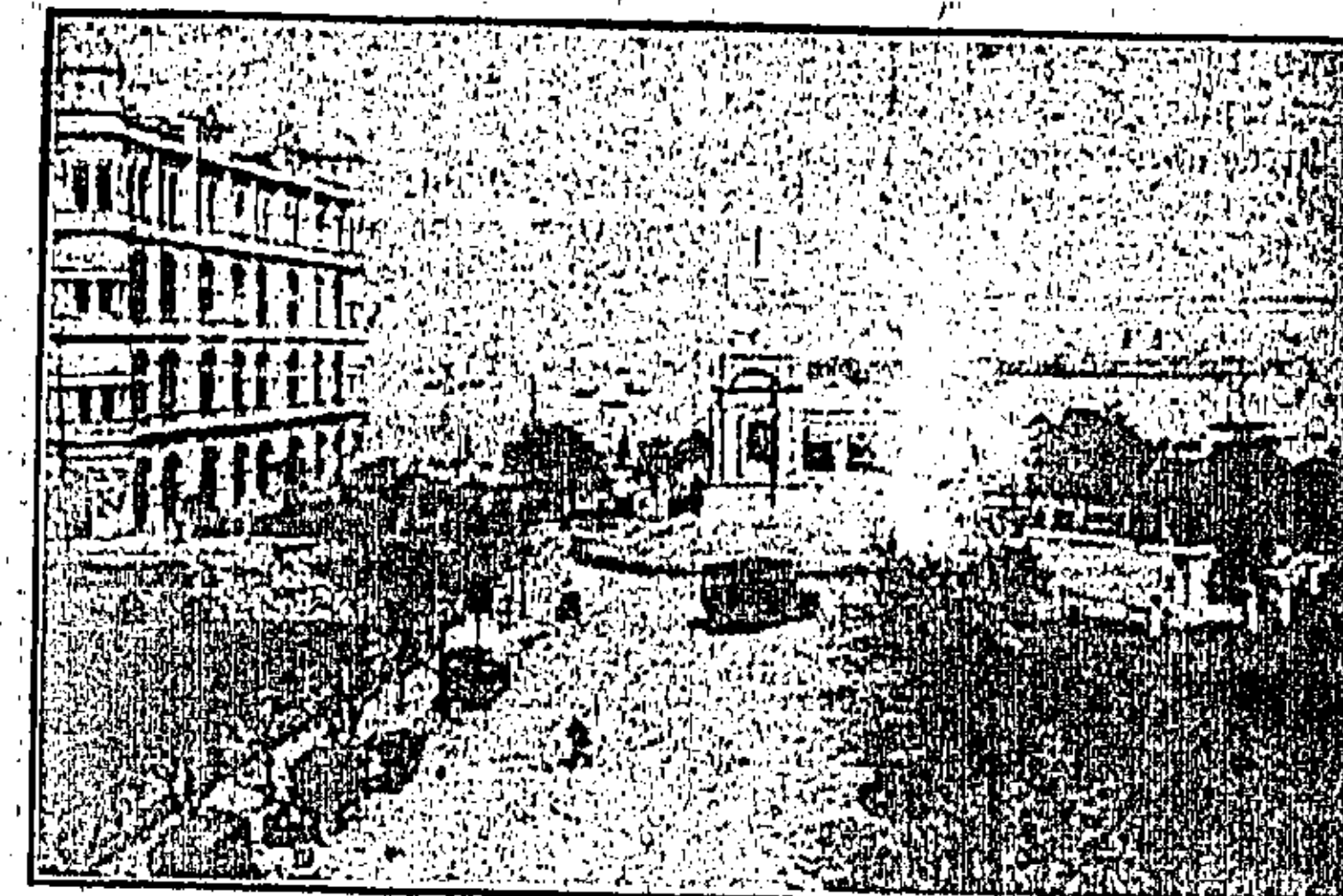
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1342, 1397, 1409, 1375, 1441,
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1516, 5, 26, 32, 36, 38.

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SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED—Qualified Ship's Surgeon for two or three months. Apply H.M.H. Nemazee, Prince's Building.

WANTED TO BUY.

PIANOFORTE for beginner the price not to exceed more than \$125, send particulars to Box 56, care of "Hongkong Telegraph."

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TO LET—A FLAT of three large and airy rooms in Conduit Road. Apply to H.M.H. Nemazee.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—GROUND FLOOR Offices, near Kowloon ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET—Four roomed FLAT, furnished, Humphrey's Buildings, Kowloon. Please apply Box No. 31, care of "Hongkong Telegraph."

TO LET—Houses & Lands for sale. Mortgages arranged. Flats & Houses vacant; we have good tenants immediately available for other houses & flats in suitable localities. "See ads. in S. C. M. P. and Daily Press. Small Investors Tel. C.4630.

TO LET—Quiet European FLATS at Tung Hing Road, opposite to the Motor Cycle Exchange. Cheap rents ranging from \$35.00 to \$45.00 per month. Also European FLATS at "Ka Chuen" Bldg., Nathan Road, at moderate rates. Apply to—The Ka Chuen Land Estate, 22, Tung Hing Road, Kowloon.

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NEW ADVERTISEMENTS.

ROYAL SANITARY INSTITUTE.

An Examination for the "Inspector of Nuisances" Certificate will be held on Monday, the 16th inst., and Friday, the 20th inst. Entry Forms may be obtained on application to the undersigned.

E. RALPHS,
Secretary,
Board of Examiners, Royal Sanitary Institute,
c/o Education Department.

NOTICE.

We beg to inform the public that T. H. Young (Young Tso Hing) ceased being in our employ from 1st August.

J. GIBBS & CO.
Hongkong, 6th August, 1926.

RADIO SOCIETY.

APPEAL FOR MEMBERS.

The Hongkong Radio Society, which at present is the sole broadcasting agency in the Colony, makes an earnest appeal to all interested in radio to become members.

The Society's aim is to provide regular radio programmes, but its work is at present rather restricted by reason of lack of finances. Owners of receiving sets will serve their own interests by joining the Society, because the bigger the membership list the greater will be the possibilities for expansion of the Society's work.

Those desirous of joining the Society are asked to communicate with Mr. H. G. Swinburne, the Hon. Secretary, c/o Morning Post Building.

Entrance fee, \$5; annual subscription, \$5.
Members and prospective members are asked to be present at a General Meeting of the Society to be held at the Morning Post Building on Thursday, September 2nd, at 5.30 p.m. when the future of the Society will be discussed.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong, August 8th, 1926, 10th Sunday after Trinity. Holy Communion (8 a.m.), Matins (11 a.m.), Preacher: Rev. H. Copley Moyle, Evensong (6 p.m.), Preacher: Rev. W. H. Hewitt.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m., Subject: "Spirit". Wednesday Evening Meeting at 5.30 p.m. Reading Room: at above address open Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

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The Undersigned have received instruction (for account of the concerned) to sell by Public Auction,

on MONDAY,

the 9th August, 1926,

at 2.30 p.m.

at their Sales Rooms at

4B, Duddell Street.

Comprising of:—

Napkins, Curtains, Cushions, Mosquito netting, Cruet-stands, Dishes, Electric fans, Screens, Glasses, Pictures, Clothing, Sheet-ings, Knives, Forks & Spoons, Cut-glass jars, Organ, Filter, Clock, Safes, Matting, Glass cases Electric stoves, Lamps, Dining table & writing tables,

also

Leather bags & Rattan bags.

Terms:—Cash on delivery.

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L. E. S. HODGE,

Auctioneer.

Hongkong, 6th August, 1926.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HUGHES & HOUGH

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SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,127 1/2 b.
Chartered, \$203 1/2 b.
Mercantile A. and B., \$304 1/2 n.
Mercantile C., \$131 1/2 n.
P. and O., \$91 1/2 b.
East Asia, \$84 1/2 b.

Marine Ins.

Canton Ins., \$630 s.
China Underwriters, \$1.80 b.
North China, Tls. 145 n.
Unions, \$290 s.
Yangtze, \$351 b.

Fire Ins.

China Fire, \$200 b.
Hongkong Fire, \$620 n.

Shipping

Douglases, \$25 b.
Steamboats, \$261 1/2 b.
Tugs, \$11 n.
Indo-Chinas (Pref.), \$30 b.
Shell Trans., \$8/- n.
Star Porries, \$67 s.
Waterboats, \$152 sa.

Refineries.

China Sugars, \$24 n.
Malabons, \$354 1/2 b.

Mining.

Bongtuos, \$1.50 b.
Kailans, 40/- n.
Kailans, Tls. 23 b.
Shai Exploration, Tls. 5.25 n.
Shanghai Loans, Tls. 7 n.
Raub, \$4 1/2 b.
Tronohs, 67/- b.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$1,221 n.
Whampoa Docks, \$54 b.
Hongkows, Tls. 171 b.
New Engineering, Tls. 5.80 b.
Shanghai Docks Tls. 103 x Div.

Lands, Hotels, etc.

H. and S. Hotels, \$10.75 b.
H.K. Lands, \$63 1/2 sa.
Realty, \$7.50 Fully Paid
Territorials, \$5 n.
Developments, 15 cents s.
Humphreys, \$131 b.
Princes Bldgs, \$90 s.
Rural Lands, \$14 b.

Cottons.

Ewos Cottons, Tls. 9 b.
Orientals, Tls. 2.50 b.
Shai Cottons, Tls. 52 b.
Buses, Trans.
China Buses, \$10 1/2 b.
Tramways, \$24.60 b.
Peak Trams, (old) \$16 1/2 b.
Spore Tractors, 10/8 1/2 b.
Taxis, \$3 s.

Miscellaneous.

Amusements, \$11 1/2 n.
Canton Ice, \$7 1/2 n.
Cements (Comb.), \$13 1/2 n.
China Lights, \$19 b.
China Prov., \$5.20 b.
Constructions, \$24 n.
Dairy Farms, \$167 1/2 b.
Der A. Wing, \$6 sa.
H'kong Electric, \$66 s.
Macao Electric, \$35 n.
Ropes (Comb.), \$28 s.
Lane Crawfords, \$8 1/2 n.
Mackintosh, \$19 1/2 n.
Sinoeres, \$11 n.
United Asbestos, \$20 n.
Watsons \$13 sa.
Powells, \$5 1/2 n.

London, June 28.—Beer drinking in the British army has declined 75 per cent. since the war and the place of beer has been taken by buns, tea and coffee; that is not the result of a temperance invasion, but of the canteens having been converted into small clubs with rooms for games, reading and writing. In the bleak canteens before the war one-fourth of all the money spent was for beer. To-day it is 6 per cent. At the same time the sum spent is constantly growing larger.

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POST OFFICE NOTICE.

Wireless Service between Hongkong and Canton resumed.
TRANSFER OF RADIO COUNTER.

On and after August 1st, the Radio Counter in the Main Hall of the General Post Office will be closed, and will be transferred to the Radio Telegraph Office on the 3rd Floor of the General Post Office Building. The Counter at the Radio Telegraph Office will be open day and night for the acceptance of radio telegrams.

The entrance to the Building is at the Des Voeux Road-Pedder Street corner.

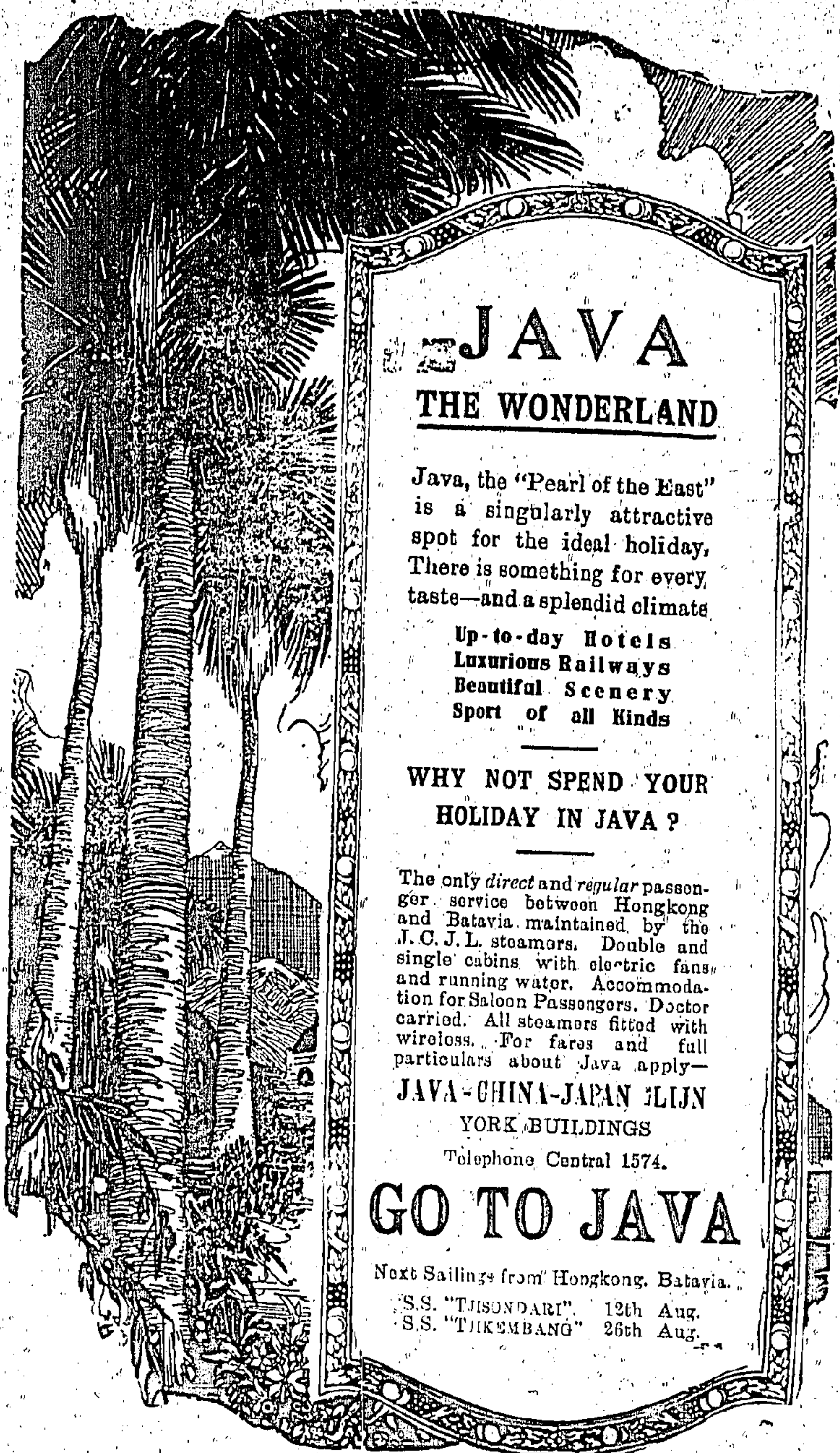
The doors will be closed after 10 p.m., but admittance may be obtained by ringing the night-bell.

INWARD MAILS.

From	Per	Date
Manila	Pres. Jackson	Aug. 7
Shanghai	Szechuen	Aug. 7
Straits	Namsang	Aug. 7
Straits	Hakusan Maru	Aug. 8
Canada, U.S.A., Japan and Shanghai	Sunning	Aug. 9
U.S.A., Canada, Japan and Shanghai	Emp. of Asia	Aug. 10
Australia and Manila	Pres. McKinley	Aug. 11
Manila	Change	Aug. 11
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	Aug. 13
U.S.A., Honolulu, Japan and Shanghai	Suwa Maru	Aug. 14
U.S.A., Honolulu, Japan and Shanghai	Pres. Hayes	Aug. 16
U.S.A., Honolulu, Japan and Shanghai	Mishima Maru	Aug. 17
U.S.A., Honolulu, Japan and Shanghai	Pres. Cleveland	Aug. 19
Manila	Pres. McKinley	Aug. 19
Australia and Manila	Tango Maru	Aug. 20
Straits	Kitano Maru	Aug. 23
Japan	Fushimi Maru	Aug. 28

OUTWARD MAILS.

For	Per	Date
Manila, Subdakan, Rabaul, Australia and New Zealand via Sydney	Calula	Aug. 7, 8.30 a.m. (Due Sydney, about 2nd Sept.)
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Delta	Sat., Aug. 7, Registration 9.45 a.m. Letters 10.30 a.m. (Due Marseilles 5th September.)
Japan	Tyndarus	Sat., Aug. 7, 10 a.m. (Due Marseilles 5th September.)
Straits and Calcutta	Shirala	Sat., Aug. 7, 11 a.m. (Due Marseilles 5th September.)
Amoy	Tijalak	Sat., Aug. 7, Noon.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.	Pres. Jackson	Sat., Aug. 7, 3 p.m. (Due Victoria, B.C. 27th August.)
Straits and Calcutta	Hosang	Sat., Aug. 7, 5 p.m. (Due Victoria, B.C. 27th August.)
Haiphong	Mingsang	Sat., Aug. 7, 6 p.m. (Due Victoria, B.C. 27th August.)
Amoy and Formosa	Kunjo Maru	Sun., Aug. 8, 9 a.m. (Due Victoria, B.C. 27th August.)
Bangkok	Kingyuan	Sun., Aug. 8, 9 a.m. (Due Victoria, B.C. 27th August.)
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via San Francisco	Tenyo Maru	Mon., Aug. 9, 10.30 a.m. (Due San Francisco 3rd September.)
Shanghai, Japan and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Hakusan Maru	Mon., Aug. 9, 10.30 a.m. (Due San Francisco 3rd September.)
Amoy	Szechuen	Mon., Aug. 9, 5 p.m. (Due San Francisco 3rd September.)
Amoy and Foochow	Haiphong	Tues., Aug. 10, 10 a.m. (Due San Francisco 3rd September.)
Amoy	Namsang	Tues., Aug. 10, 5 p.m. (Due San Francisco 3rd September.)
Amoy and Foochow	Kotsu Maru	Wed., Aug. 11, 8.30 a.m. (Due San Francisco 3rd September.)
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via San Francisco	Yanting	Wed., Aug. 11, 3.30 p.m. (Due San Francisco 3rd September.)
Manila	Kwiyang	Wed., Aug. 11, 2.30 p.m. (Due San Francisco 3rd September.)
Shanghai and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Chengtu	Wed., Aug. 11, 5 p.m. (Due San Francisco 3



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GO TO JAVA

Next Sailings from Hongkong, Batavia.

S.S. "TUBONDARI"	12th Aug.
S.S. "TUBONDARI"	26th Aug.

MEDICAL MYSTERY.

A HARLEY STREET
CONFESSION.

(By Dr. Leonard Williams.)

Angina pectoris, the disease from which Lord Oxford was at first mistakenly believed to be suffering, is one of the many mysteries of medical science.

The late Sir Clifford Allbutt, the greatest authority on the subject in modern times, calls it "one of the fiercest and most searching afflictions which can fall upon steadfast and resolute men." The late Sir Richard Douglas Powell, who was also an eminent authority, wrote as follows concerning it:—"Angina in its graver form is an appalling and picturesque disease, about which a certain glamour has been cast by the many noble and distinguished lives it has stricken down."

The Case of Matthew Arnold.

It would be interesting to know who were the distinguished lives that Sir Richard had in his mind. I can think of two only in the world of medicine—namely, the great John Hunter and Charcot. Of those outside the medical world only one celebrity occurs to me as having been thus afflicted—namely, Matthew Arnold, and I am not quite sure about him.

Sir Richard omitted this passage in the second edition of his article, a significant fact which points to some doubt having arisen in his mind as to the suitability of the word "many" in this connection.

The first account of an attack of angina pectoris to appear in English was in the Memoirs of Lord Clarendon in 1652, who described an attack suffered by his own father. From the medical point of view the disease was first accurately described by the great Dr. Heberden (1710-1801), whom Dr. Johnson described as "ultimus Romanorum, the last of our great physicians."

How It Attacks.

He was indeed both a great physician and a great scholar, whose work will survive as long as medical science lasts. It was Heberden who invented the name by which the disease is known: "The seat of it, and the sense of strangling and anxiety with which it is attended, may make it not improperly be called angina pectoris. Those who are afflicted with it are seized whilst they are walking, and more particularly when they walk soon after eating, with a painful and most disagreeable sensation in the breast, which seems as if it would take their life away if it were to increase or to continue. The moment they stand still all this uneasiness vanishes. In all other respects the patients are, at the beginning of this disorder, perfectly well and in particular have no shortness of breath, from which it is totally different."

It was reserved for a very distinguished physician, Sir Lauder Brunton, whose memory is still very fresh amongst us, to explain a part, at any rate, of the mechanism of these dreaded and dreadful attacks, and to discover a means for their temporary relief.

BRITISH MUSEUM
TREASURES.SILVER FROM CHINESE
TOMBS.

The Trustees of the British Museum have a tale unfolded—a tale of treasure trove; of hoards of silver from Chinese tombs; of coins from the Egyptian deserts; of bronze bowls from English river-beds and the Hungarian plains; of adornments that have lain buried for thousands of years in the sand of the British shores and of golden pieces that were the pay of Satrap soldiers whose bones had become desert dust centuries before the Christian era.

These stories of treasures rich and rare, of their seeking and their finding, are contained in the opening number of *The British Museum Quarterly*, a periodical that is to take the place of the hitherto annual Parliamentary return.

Some of the recent acquisitions are recorded:—

A statuette of Socrates recently found at Alexandria, and regarded as the most lifelike presentation of the philosopher in existence.

An alabaster cinerary urn, dating from the third century B.C., a rare example of Roman art of the Republican period.

A mediaeval bronze bowl, engraved with mythological subjects, dug from the bed of the River Severn.

The first draft of Jane Austen's "Persuasion," the only surviving manuscript of any part of her six famous novels.

Fifteen pieces of exquisitely wrought silver found in a Chinese tomb of the T'ang dynasty (A.D. 618-906).

Unique Cratan coins, one of them the earliest known.

A gold "starter" found at Memphis, the earliest definitely Egyptian coin in existence.

The only known copy of the Sarum "Book of Hours," printed in Paris in 1494.

A complete set of etchings by Queen Victoria and Prince Albert presented by the King.

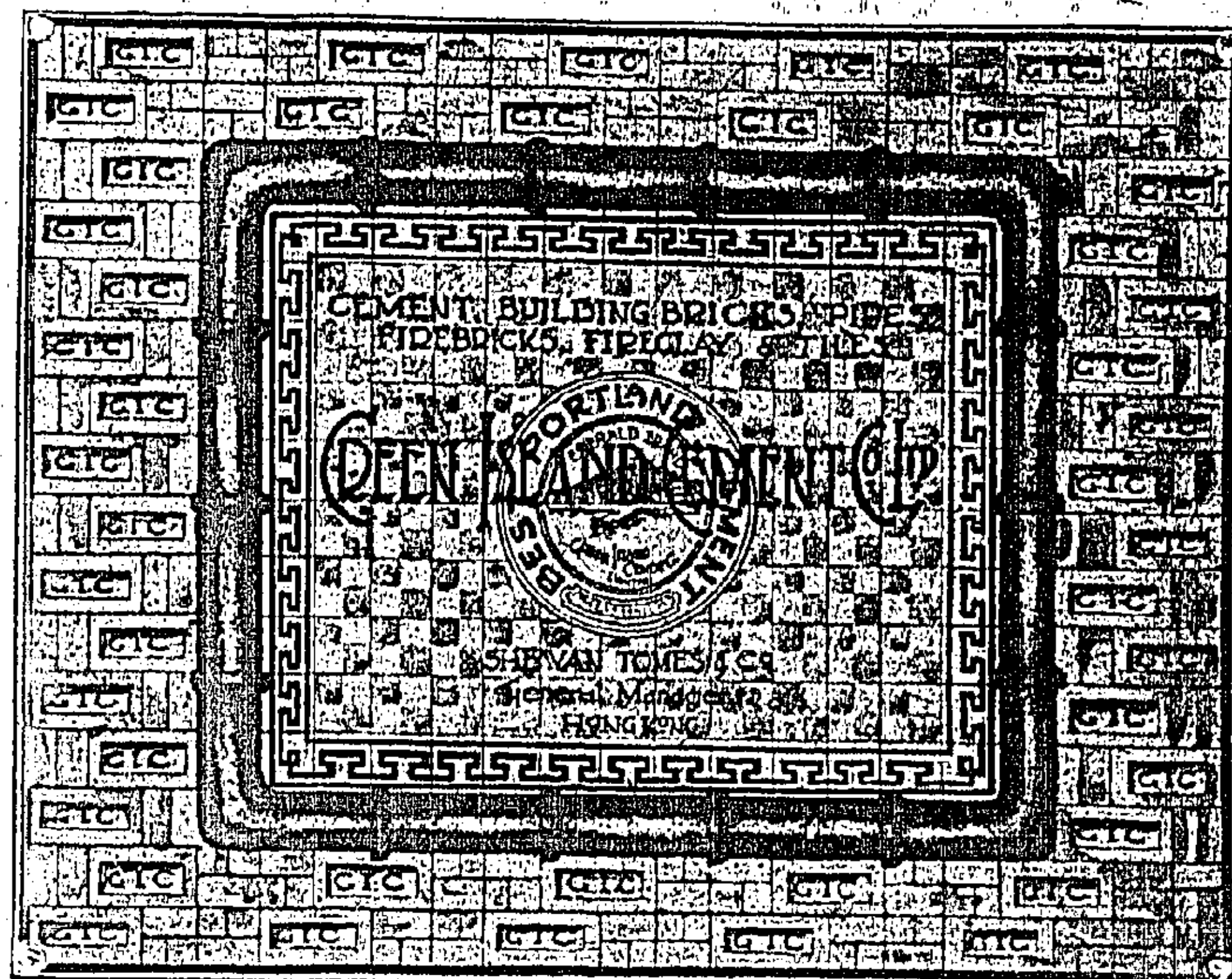
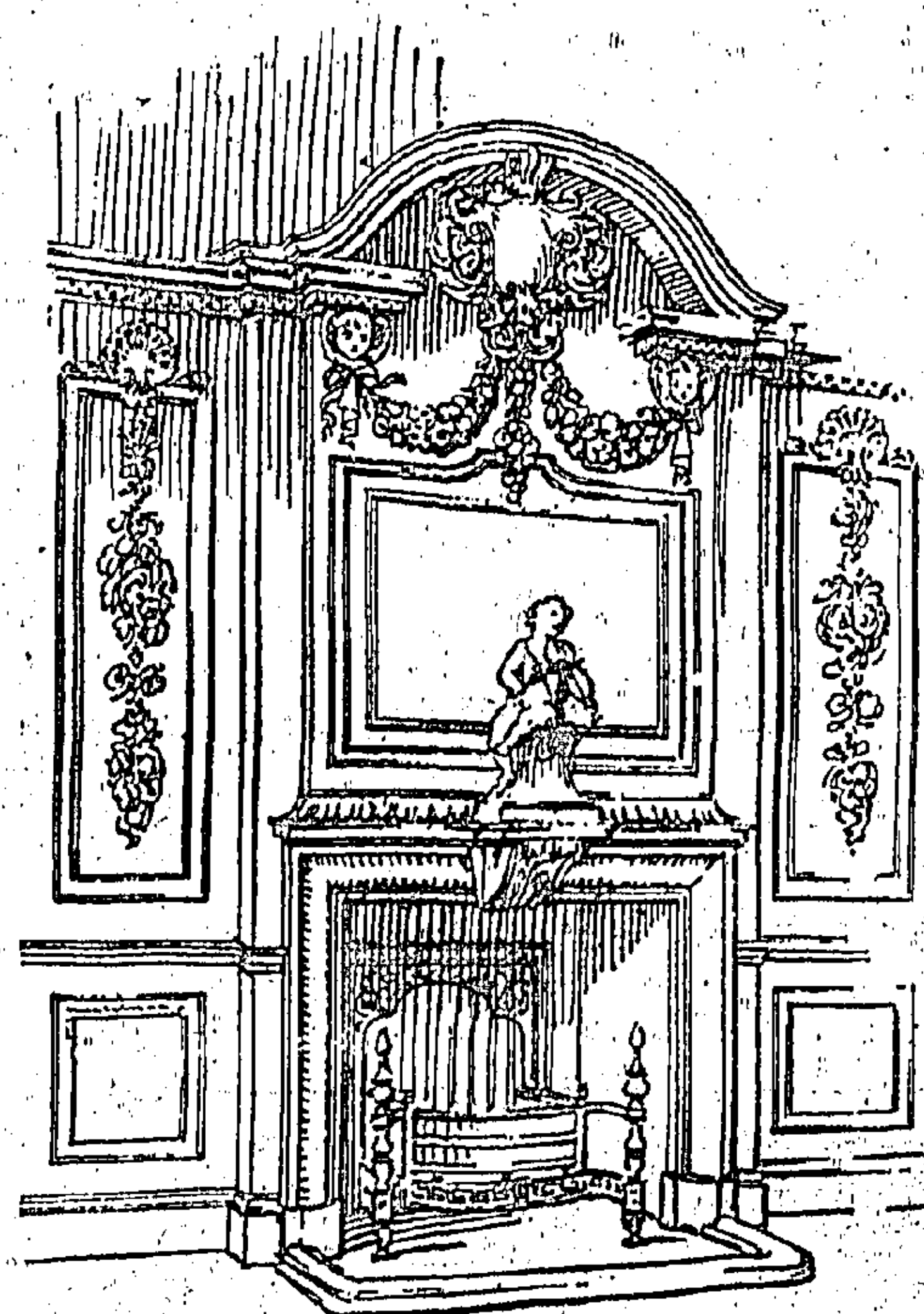
The relief on the Roman cinerary urn is believed to represent the parade of the Roman Knights which took place every year on the Ides of July, in commemoration of the victory won at the Lake Regillus.

It was during the digging of the foundation for the Haw Bridge at Towkesbury that a mediaeval bronze bowl, recently presented by Miss Lawrence, was found in the River Severn. It is engraved with mythological subjects, each medallion surrounded by a Latin hexameter describing the subject.



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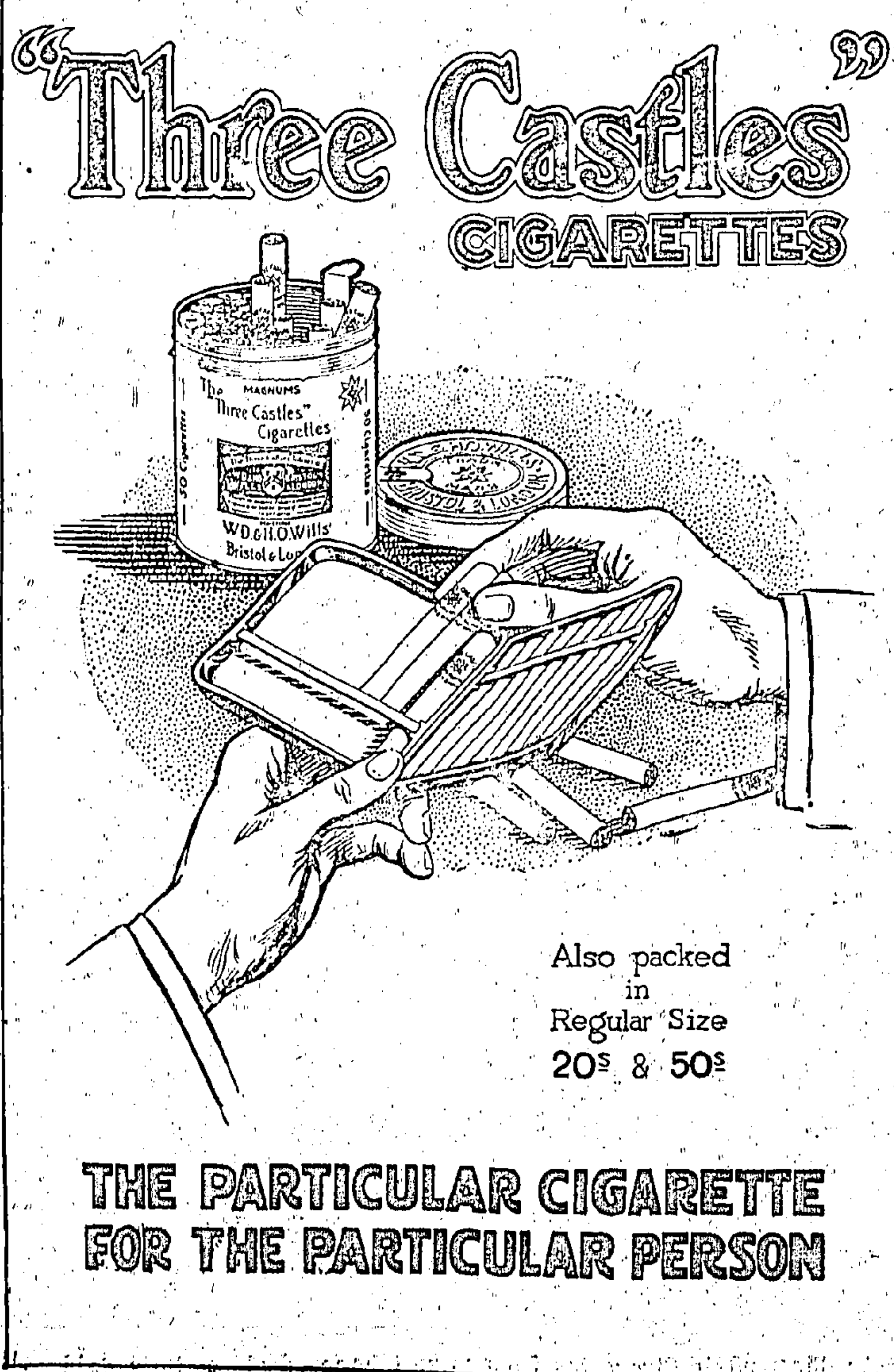
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Medium Dry	pints delivered
Extra Dry	to your residence.

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HONGKONG BANK BUILDING.**STARTLING TALE.****A WIDOW'S ALLEGATIONS.**

A small, gray-haired woman, dressed in black, conducted her own case in the King's Bench Division recently, when she sued Earl Winterton, Under-Secretary for India, for alleged libel.

She was Mrs. Laura Madden, of Brixton, widow of a major who, when he died in 1916, was Comptroller of the Palaces of the Maharajah of Alwar.

In an emotional voice tinged with weariness, she told her story of her husband's death, declared that he had been murdered by arsenic, and argued that for political purposes a false inquest verdict had been returned, and that officials had shielded the murderer.

Explaining that lack of means compelled her to appear in person, Mrs. Madden said she had asked Colonel Wedgwood, M.P., to take up her case, and the letter of which she complained was written to Colonel Wedgwood by Lord Winterton in 1923. It read:—

The facts seem to be that Mrs. Madden's mind has become slightly unhinged as the result of brooding over the death of her husband. I understand that it was all carefully gone into in India at the time and that the political authorities satisfied themselves that there was no ground for interference. Reading from her writ, Mrs. Madden then stated that her grievances were:—

(1) The upholding of an officially admitted false death certificate at an inquest in Delhi in 1918, conducted in strict seclusion, and deplorable for its scandalous judicial jugglery, resulting in;

(2) The condonation by the highest authorities in India, including Lord Chelmsford and Lord Reading, of the wilful murder of her husband in Alwar State in 1916;

(3) Her irreparable losses and the ill-treatment inflicted upon her in the Alwar State.

"Cowardly Imputation."
She had asked Lord Winterton, she said, to approach the Maharajah of Alwar for payment of his debts, admitted in official documents as due to her, but Lord Winterton, she alleged, had not done this, but to shield others, cast on the character of her murdered husband a "cruel, groundless, and cowardly imputation."

Mrs. Madden then read a long petition to Lord Reading asking for compensation, and alleging that the death of her husband was the result of "one of the most cold-blooded murders in the history of crime."

His Lordship: A trial took place before a recognised tribunal in Allahabad in 1912, and there was an acquittal?—Mrs. Madden said this was through a clever defence.

Arsenic Allegation.
She complained that it was a trial of a woman, for a previous murder. The same woman was the person who was responsible for the death of her husband. Her husband died from all the symptoms of arsenic poisoning.

The Attorney-General said Mrs. Madden thought that the person who murdered her husband, as she alleged, had been tried for and acquitted of the murder of somebody else. Actually, there was no connection between the two.

She said she had asked Lord Reading that her husband's body should be exhumed, and declared that arsenic would be found in it.

She could refute the inquest evidence that her husband died from "20 years' hard drinking and an hour in the sun."

Answering the judge, the Attorney-General stated that Lord Chelmsford, in 1919, and Lord Reading, in 1912, and again in 1922, both went into the matter of Major Madden's death.

Mentioning that she was claiming £5,000 damages, Mrs. Madden said, "It is little enough, considering all things."

She declared that after her husband was "assassinated by poison," all his effects were confiscated by the Alwar State and that she was plunged from affluence into poverty on a semi-starvation pension.

Her husband was amazingly fond of his garden, and when she went there to get a couple of plants for his grave she was assaulted by a common coolie.

The Attorney-General: Major Madden died insolvent. Mrs. Madden said she knew better.

"Had it not been for General Dyer, another victim of injustice, I should have been butchered with the handful of Europeans remaining in Delhi," declared Mrs. Madden.

"Not Much Use."

She complained of ill-treatment by the agents of the Maharajah, and said that her life was in danger, but she was befriended by a young Parsee official, who was brutally ill-treated for giving her shelter.

For nearly two hours Mrs. Madden read letters, and she burst into tears after reading the following passage:—

My every hour is tortured by the agonising knowledge that a valuable life was wantonly cruelly taken, but the cruelty was added to by the strenuous efforts to give the poor victim a non-Christian burial in the God-forsaken State of Alwar. The appalling tragedy alone was sufficient to drive any wife insane.

Later the jury sent a note to the judge saying that they were convinced that Lord Winterton wrote on a privileged occasion and acted in good faith.

"I am sorry I can't stop the case now," observed the judge. "When she has finished her case you can give your verdict if you like."

Mrs. Madden then went into the witness-box, where she read more correspondence, and concluded, "No Hun would be guilty of the cruelty to which I have been subjected by a pack of swindling conspirators."

Asked if she had anything more to say, she answered, "It doesn't seem much use saying anything." The case was adjourned.

Paris.—Jewellery to the value of 100,000 francs was accidentally thrown out of a window near Paris in a recent night. A housemaid took a table-cloth, upon which her mistress had laid down four rings, and shook the "crumbs" out of the window into the street. When the loss was discovered a search was made, but only one ring was recovered.—Ex Tel. Co.

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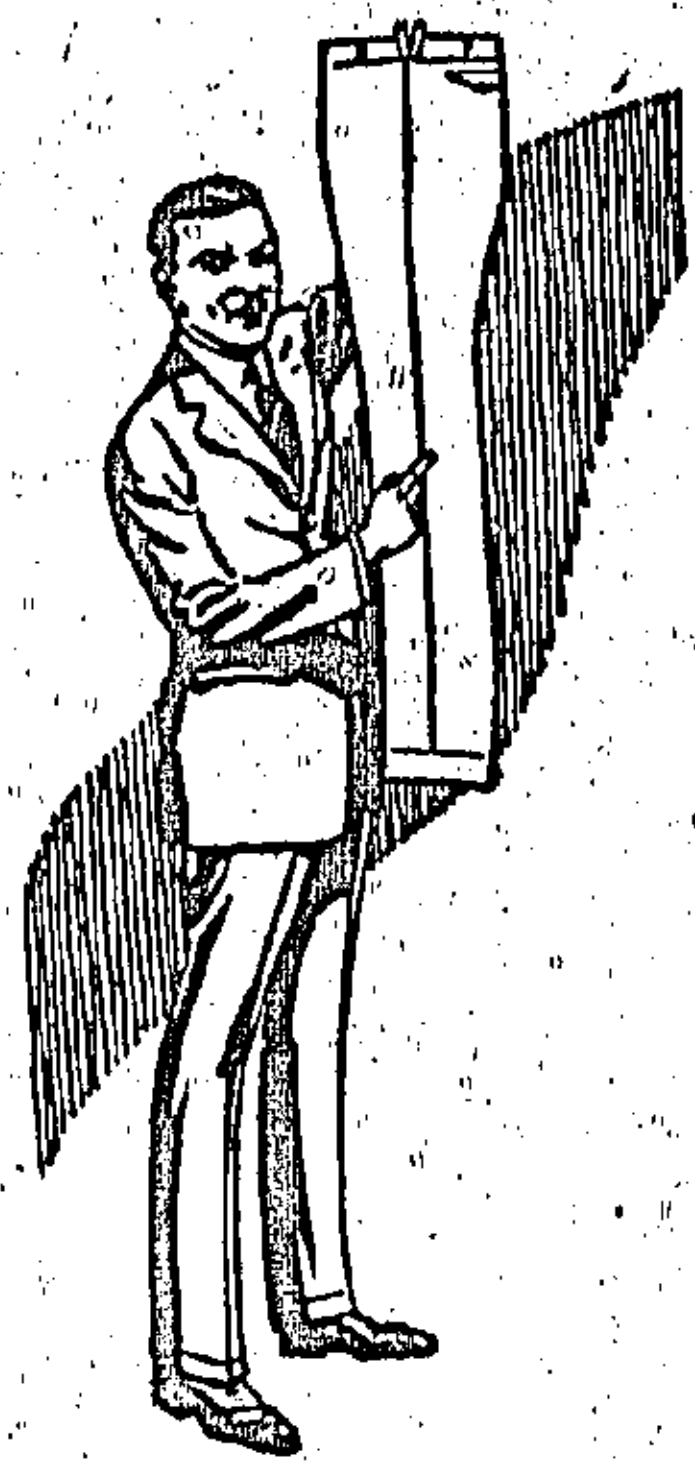
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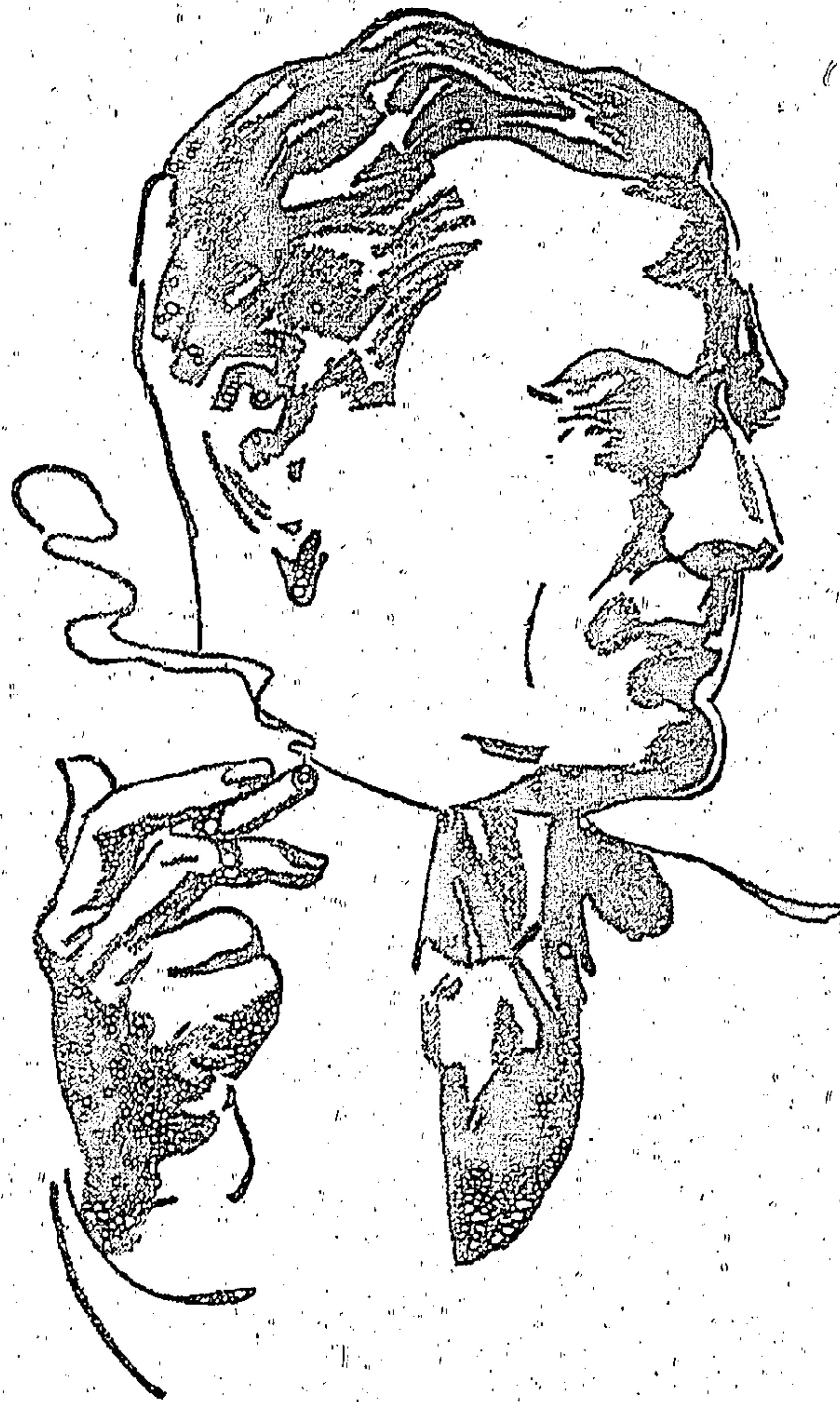
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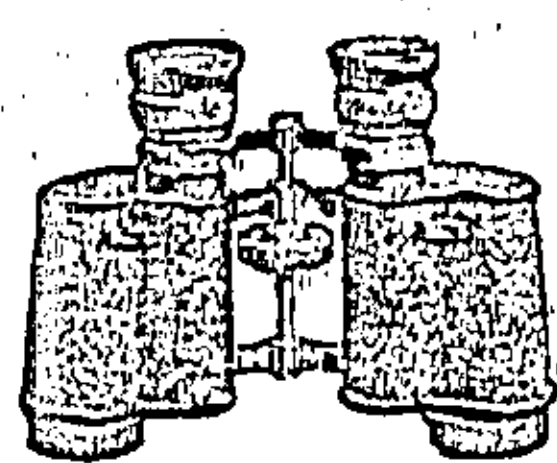
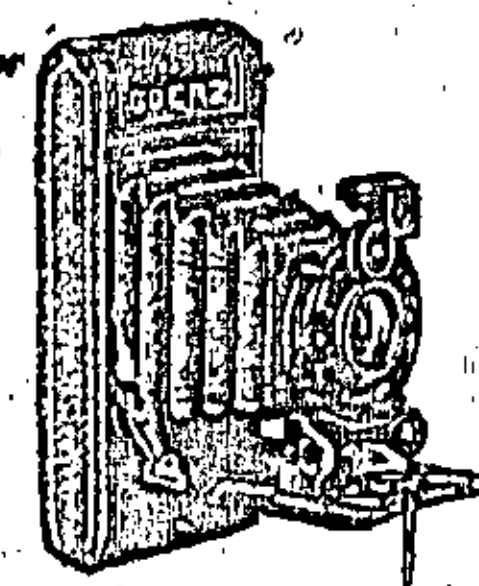
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ENGINEER ASSAULTED.

BOUND AND GAGGED
FOR 24 HOURS.

Shanghai, Aug. 6.
With reference to the attack on Mr. Morgan, reported on July 28, he is a mining engineer with the Anglo-American Coal Company. He was returning to Changsha on the 14th ult. in a junk from a trip to the mines when the reeling soldiers attacked him. They seized the junk, the boatmen fleeing.

They bound, gagged and brutally beat Mr. Morgan and threatened to kill him and throw his body into the river, but after being for twenty-four hours bound and gagged they released him.

The boatmen returned and found him in a parlous condition. They conveyed him to Changteh, which place he reached apparently more dead than alive.

The missionary doctor, Dr. Tootell, tended him, and by the end of July he was sufficiently recovered to return to Changsha. —Reuter.

FRENCH FINANCE.

FURTHER PROGRESS.

Paris, Aug. 6.
M. Poincare's financial plan progressed further yesterday, with the Chamber "passing" big majorities, the Bill establishing a sinking fund and the Bill authorizing the Banque de France to purchase gold in foreign currencies for preparation of the stabilization of money.

The papers state that with Parliament's rapid adoption of the Governmental measures, and a renewal of public confidence, the financial restoration has been well started with the best outlook. —Havas.

Franc Improvement.

London, Aug. 5.
The closing rate of French francs was 172½, and Belgian francs closed at 174½. —Reuter.

London, Aug. 6.
The rapid progress of the French financial measures is reflected in the improvement of the franc, which opened to-day at 164.50. —Reuter.

THE BAHAMAS HURRICANE.

LESS DAMAGE THAN FIRST
ESTIMATED.

Nassau, Aug. 6.
The latest reports from the entire Bahamas Colony estimate the loss of life in the hurricane at 75 killed, apart from all marine casualties.

The previous estimate of damage to property is much reduced. There is no destitution and no hunger, and outside assistance is not requested.

The Governor of the Bahamas is visiting the islands on Saturday. —Reuter's American Service.

EDITOR SHOT.

A PEKING SENSATION.

Peking, Aug. 6.
Lin Peh-hsui, editor of the Shih Hui Jit Pao, was arrested last night by the gendarmes and shot at five o'clock this morning. It is understood that his execution was due to his having written something derogatory to the Shantung Tupan, Chang Tsung-chang. —Reuter.

SCIENTIFIC PAPERS.

BRITISH ASSOCIATION
CONSIDERS PACIFIC RACES.

London, Aug. 6.
The origin of species, Tutankhamen's cosmetics, that a petroleum famine is within a measurable time, and the social justice of the inheritance of wealth, are among the diversity of subjects hitherto discussed by the British Association at Oxford; while Captain Pitt Rivers lectured in the section on anthropology on "the depopulation of the Pacific."

He detailed several inter-acting causes, but concluded that there was no evidence of a decline in numbers before the advent of Europeans, and the defendants of the innate native degeneracy theory were unable to produce proof that the extinction of races was due to anything but European contact. —Reuter.

FISH COOLIE SHOT.

PICKETS AT CANTON AGAIN
OPEN FIRE.

The Fatshan arrived from Canton yesterday afternoon with a wounded fish coolie on board, another victim of the boycott pickets.

The coolie was in a sampan engaged in carrying fish to the Fatshan, for conveyance to the Hongkong market, in the early afternoon. The boat was still some distance from the Fatshan when a motor boat passed at full speed and one of the pickets on board opened fire with a revolver.

The coolie received a bullet in the thigh, but his comrades, taking cover until the motor boat had gone beyond range, continued their journey to the Fatshan. The wounded man received medical attention on board and was brought down to the Government Civil Hospital for further treatment. His wound is not of a serious nature.

SOVIET APPOINTMENT.

OFFICIAL GETS NEW
POST.

Moscow, Aug. 6.
Kulbycheff, vice-president of the Council of Peoples' Commissars, has been appointed president of the Supreme Council of National Economy, being relieved of his post as head of the Peasant and Workers' Inspection Commissariat. —Reuter.

SHIP ASHORE.

IN DANGEROUS POSITION.

Tokyo, Aug. 6.
The s.s. Tone Maru, a Mitsui Bussan Kaisha freighter, proceeding from Maroran to Hongkong with five thousand tons of coal, went aground this morning off Okinawa, in a dense fog.

The vessel is reported to be in a dangerous condition, and a ship is hurrying to the rescue. —Reuter.

PASSENGERS.

ARRIVED.

Per s.s. Kalyan from Europe via ports August 6: Com. A. Poland, D.S.O., Lieut. T. Graham, Lieut. R. Grimes, Lieut. F. Pigeon, Lieut. J. Topp, Lieut. K. Edwards, Mr. and Mrs. T. Hughes, Sub-Lieut. J. C. Hodgson, Mrs. Forster, Mr. T. Moody, Mr. J. Graham, Mr. S. Paul, Capt. Calhoun, Mr. and Mrs. R. Best, Mr. Windt, Dr. J. Suares, Mr. W. Williams, Mr. F. Hoop, Mr. Wondson, Capt. W. Williams, Mr. H. Van der Windt, Dr. J. Suares.

CHINA COAST CHARTS.

CORRECTIONS ON SALE AT
SHANGHAI.

A notice to mariners issued by the Maritime Customs at Shanghai under date July 30, states that the following Charts are on sale at the Coast Inspector's Office:—

No. 1.—North and South Channel Entrances to the Yangtze River and their Approaches. Price \$2.

No. 2.—Yangtze River: Wosung to Plover Point. Price \$2.

No. 3.—Yangtze River: Plover Point to Kiushan Point. Price \$2.

No. 4.—Port of Lungkow. Price \$2.

No. 5.—Taku Bar and the Entrance to the Haiho. Price \$2.

No. 6.—Min River: Outer Bar to Pagoda Anchorage. Price \$2.

No. 7.—The Whangpoo: Wosung to Kiochiao Creek. Price \$2.

No. 8.—The Whangpoo: Kiochiao Creek to Yangtze. Price \$2.

No. 9.—The Whangpoo: Yangtze to Lungshu Creek. Price \$2.

No. 10.—Liao River, including the Port of Nowchwang. Price \$2.

No. 12.—Yangtze River: Kiushan Point to Bate Point. Price \$2.

No. 13.—Upper Yangtze River: Chungking Harbour. Price \$3.

No. 14.—Chifoo (Yantai) Inner Harbour. Price \$2.

No. 15.—Port of Chifoo (Yantai) and Approaches. Price \$2.

No. 16.—Yangtze River: Hankow Harbour. Price \$2.

No. 17.—The Bar and Approaches to the Port of Swatow. Price \$2.

No. 18.—Yangtze River: Yochow Reach, Mopanshih and Hsienfeng Rocks. Price \$2.

No. 20.—Hangchow Bay and Approaches, including the Southern Approach to the Yangtze River. Price \$3.

No. 21.—Yalu River: The Sea to Antung. Price \$2.

No. 22.—Yangtze River: Ports of Nanking and Pukow. Price \$2.

No. 23.—Upper Yangtze River: Wansien Harbour. Price \$2.

No. 201 to 238: Upper Yangtze River: Ichang to Chungking. Price \$30 per set.

No. 239 to 254: Upper Yangtze River: Chungking to Suifu. Price \$3 each or \$35 per set.

No. 255 to 262: Upper Yangtze River: Min River, Suifu to Chiating. Price \$3 each or \$30 per set.

No. 263 to 267: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 268 to 274: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 275 to 281: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 282 to 288: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 289 to 295: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

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No. 345 to 351: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

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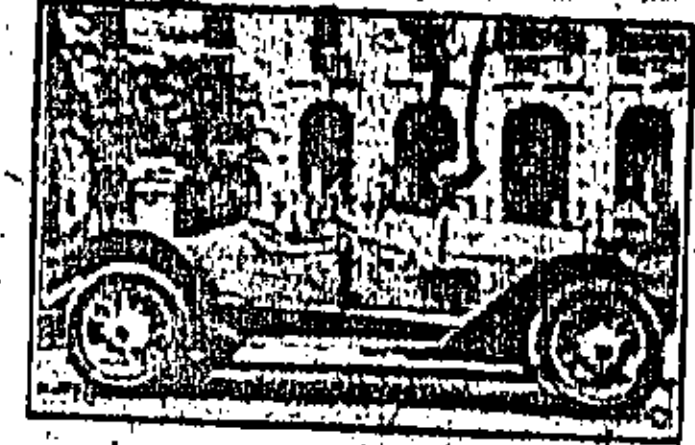
No. 366 to 372: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 373 to 379: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 380 to 386: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 387 to 393: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.

No. 394 to 400: Upper Yangtze River: Chiating River, Chungking to Hsichu. Price \$3 each or \$12 per set.



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Competitors are required to fill in the missing words, and one point will be awarded for every correct word with a bonus of five extra points for every coupon on which all the missing words are correctly given. Every five coupons must be accompanied with a wrapper from a bottle of ODOL purchased from the Queen's Dispensary. Extra coupons may be obtained free from the Queen's Dispensary. Any number of coupons may be sent in.

Drs. F. M. G. Ozorio, F. H. Kew and Arthur Woo have kindly consented to select and seal the various sentences to be used and to act as judges. Their decision of the result will be considered final.

The car will be awarded to the competitor who secures the highest number of points and the competition will continue for a period of three months from August 1st. The sentences will be changed every two weeks.

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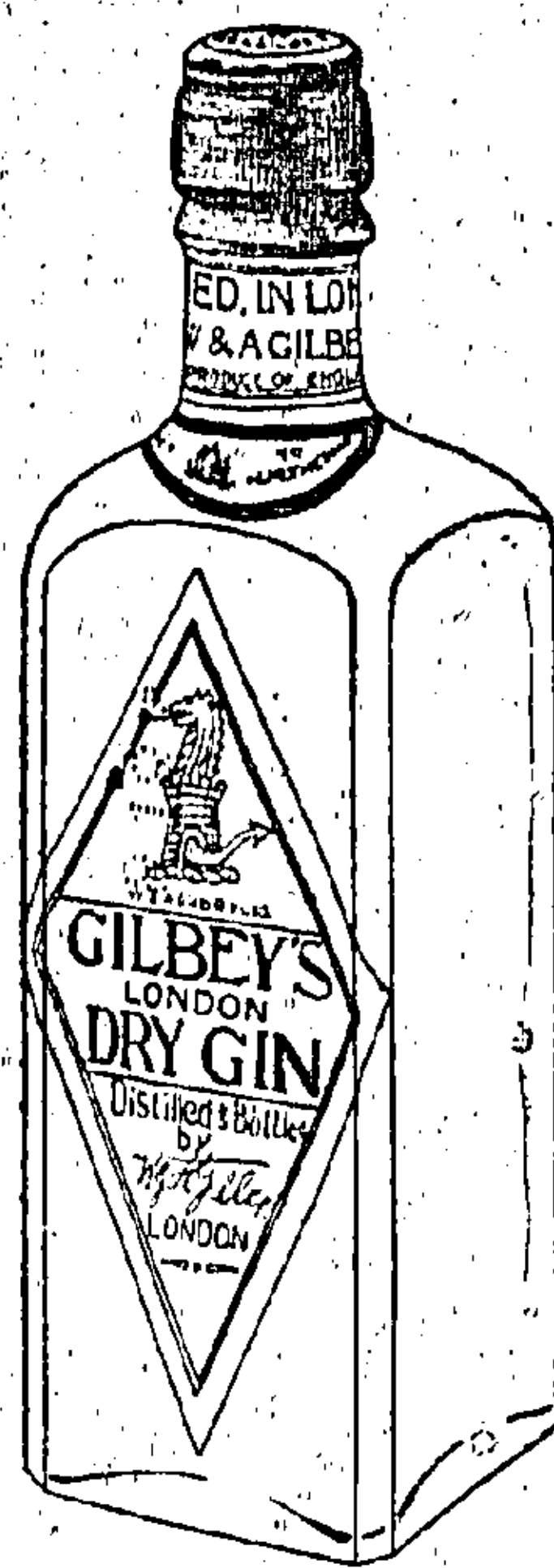
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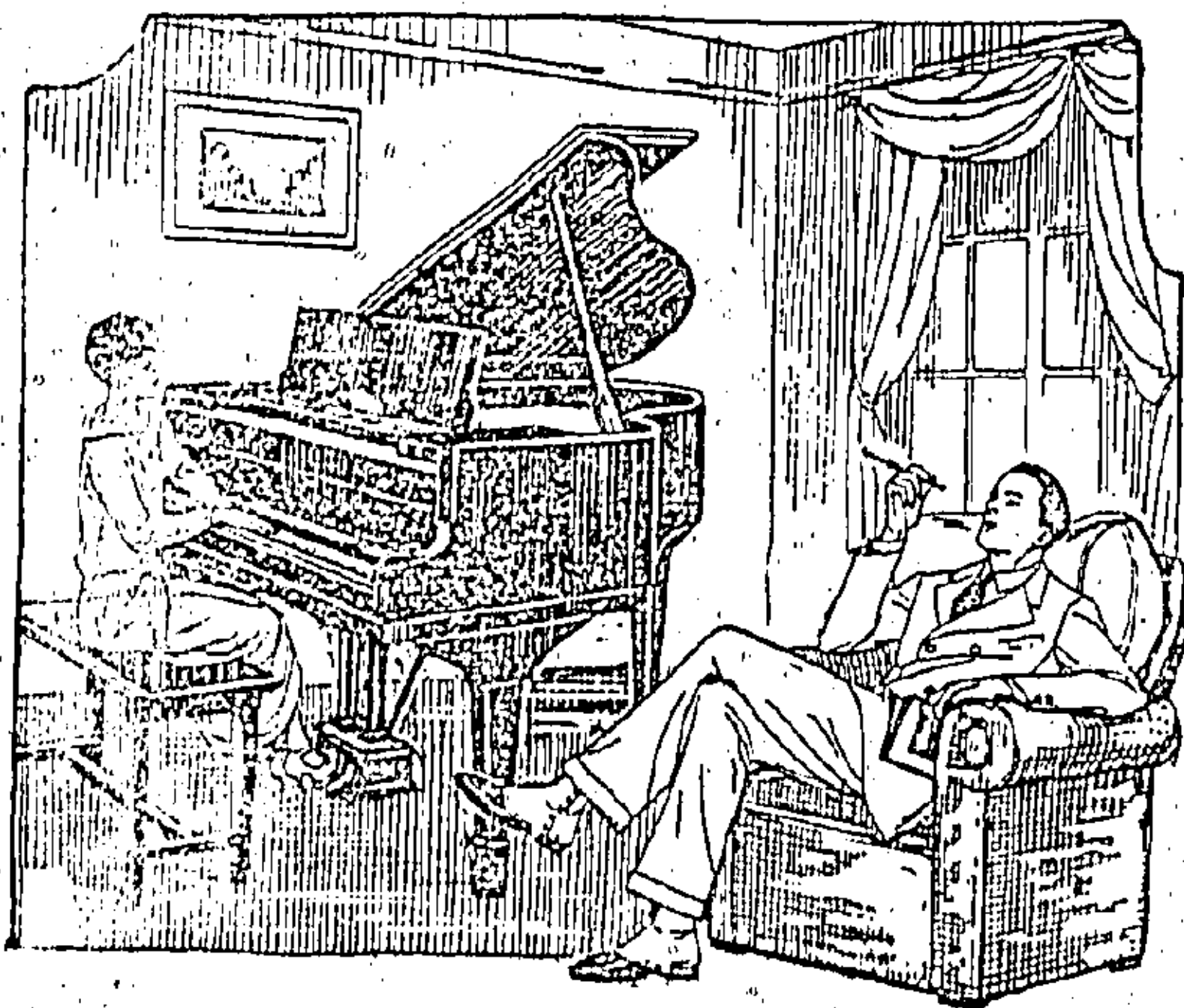
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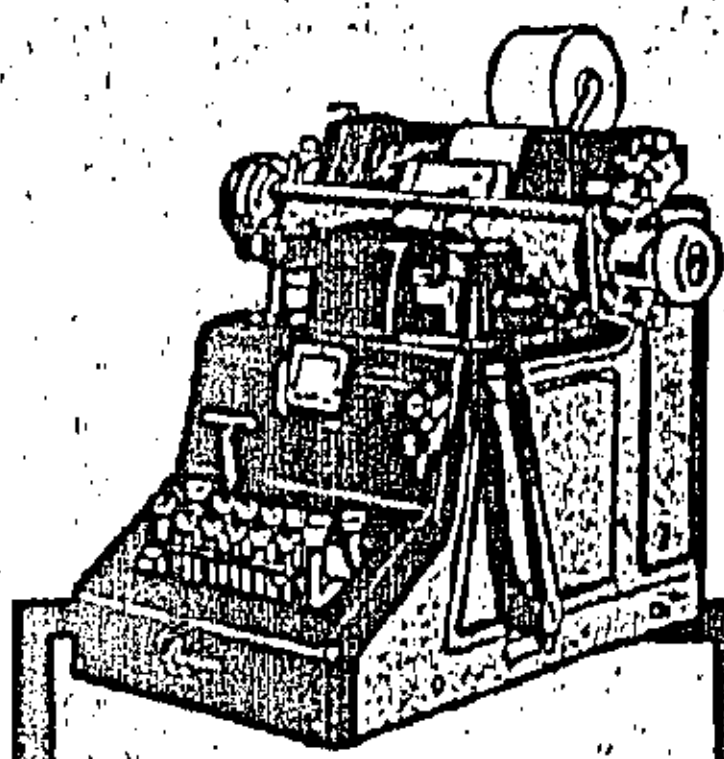
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The Telegraph

SATURDAY, AUGUST 7, 1926.

BEARING THE BURDEN.

Twelve years ago, Europe was convulsed with the beginning of the Great War, and we need only to take our minds back to that time to recall the stirring incidents of life which were later to have such an enormous effect on the whole world. Cynics say that the peace has been even worse than the war, and in some respects it has. One thing is certain—namely, that the results of the great upheaval are still keenly felt; and from present indications there seems every likelihood that that will be so for many years to come. The victors and the conquered alike have their trials, and in some regards those of the former are just as heavy to bear as the burdens of the latter. The plain fact is that the war brought industrial, financial and even moral chaos in its train, and, after all these years, we can all join in the thought that it was a thousand pities that the mighty upheaval was not averted.

Of late, there has been much said and written on the question as to whether Germany is discharging her full obligations under the Peace Treaty, but authoritative reports leave little doubt that she is doing all that is required of her. Sir Austen Chamberlain was able to reassure the House of Commons recently that, in regard to disarmament, there were only minor outstanding points, whilst so far as reparations are concerned we notice that the Dawes plan is functioning normally and actively. The Agent General for Reparations states, in his report covering the first nine months of the second annuity year, that, despite trade and business depression in Germany, the scheme has operated without interruption. He says that although during the second year "the entire burden of payment falls on German economy from charges on the budget, railways and industry, Germany has regularly and promptly met her obligations." During the first nine months of that period, she paid no less than 821,425,000 marks on account of the second annuity. It is also disclosed that the distribution of payments to creditor nations was satisfactory during the period, and it is interesting to note that Britain's share was 166,384,000 marks, France's share 461,973,000 marks, and America's portion 13,577,000 marks. The range of payment in kind greatly increased

and the report shows it covers products from sleeping cars to paper pulp. The agent general states that there has been no sign of the receivers becoming saturated with such payments. The increased deliveries of industrial machinery, in the meantime, are creating a permanent market for Germany, inasmuch as repairs make it necessary to buy new parts from Germany.

A further interesting feature of the report is the survey which it gives of German trade, industry and finance, in which connection it is stated that "during the entire period Germany has kept financially sound, German currency stands fully assured, and some tendency towards recovery is now beginning to appear." These are facts and figures which should be given wide publicity, because they show that the Germans are honouring their obligations, in spite of great difficulties. We have no doubt that as time goes on, Germany will continue to fulfil the peace pact, and that the undoubted skill and genius of her people will again win for her a prominent place amongst the nations of the world.

A Wise Step.

There will doubtless be very general approval of the action of the British Government in sponsoring a special delegation, composed of leading industrialists and Trade Unionists, to the United States and Canada to study American industrial conditions, because it is obvious that much good could accrue to British industrial organisation by learning lessons from such a highly industrial country as America. There is something fundamentally different between Britain and America in the matter of industry—the former being the home of highly-skilled workmen who earn less than their American cousins who, owing to big output organisation, produce more per capita. Britain's industrial machinery is much more of an aggregation than an organisation, it is a huge conglomeration of small and large units working competitively without plan, but, nevertheless, producing very high-class products. The British workman takes second place to none in ability, but he is not so well off economically as his American competitor. And the British employer is not so well off as the American employer, and there is obviously room for studious observation of American methods. We Britishers are traditionally conservative and although there is much to commend in an attitude which seeks to conserve the best, we want to make quite sure that we are not conserving a lot of wasteful and old-fashioned methods as well. The only way to discover, is to make free and wide enquiry, and for this reason the mission to America has everything to commend it. We like the suggested composition of the mission's personnel and a very valuable report or series of reports, ought to follow.

EXCHANGE RATES.

Rugby, August 6.	
Paris	101 1/2
Brussels	170 1/2
Amsterdam	32 11 1/2
Berlin	20 1/2
Copenhagen	28 1/2
Vienna	34 40
Helsingfors	193 1/2
Lisbon	217 1/2
Buenos Aires	45 1/2
Shanghai	2 1/2
Yokohama	1 1/2
New York	4 38 1/2
Geneva	35 1/2
Milan	144 1/2
Stockholm	18 1/2
Cairo	22 20
Prague	164 1/2
Madrid	32 3/4
Rio	7 10 1/2
Bombay	1 1/2
Hongkong	2 1/2
Silver (spot)	28 1/2
Silver (forward)	28 11 1/2

—British Wireless.

Nice, France, July 2.—Heavy buying of shares of the holding company which operates the Casino at Monte Carlo by unidentified American interests has created a flurry on the Riviera Casino share market. The shares of the holding company—Société des Bains de Mer—increased from 13,000 francs to 15,000 within a few hours. Rumors insist that the buying is being conducted by American friends either for Sir Basil Zaharoff or Prince L. Radziwill, two of the principal stockholders.

DAY BY DAY.

FOOLS ARE APT TO IMITATE ONLY THE DEFECTS OF THEIR BETTERS.—Swift.

Owing to the unsettled weather, the Kowloon Cricket Club's open-air concert, fixed for to-night, has been postponed.

Owing to differences with the police, every ricksha puller in Kuala Lumpur has gone on strike. Except for an occasional private ricksha, not one was to be seen on the streets on July 30th. It is understood that the pullers resent the severe police regulations.

Cooks and "boys" employed by the foreign staff of Canton Christian College are contemplating a general strike as a protest against the recent discharge by a member of the staff of an amah. Some foreign teachers of the College are said to have decided to dismiss their servants altogether.

The death occurred at Kuala Lumpur on July 29th in the European Hospital of Mr. Thomas Lathan, of the Posts and Telegraphs. The deceased was a well-known sportsman and was expected to umpire in the Colony vs. F.M.S. match on July 31st. As a mark of respect to his memory the football matches in the Cup and League have been postponed.

Japanese hotels and restaurants in Canton are opposing search by Chinese police in Canton on the ground of extra-territoriality, and the Canton Foreign Office is taking up the matter with the Japanese Consulate-General. The claim of the police is that during the present war against the North, espionage on the part of the enemy is possible, and search for political suspects is necessary and should be extended to foreign restaurants as well as Chinese.

The painter employed on the Canton steamboat Fatshan, who, as reported elsewhere in this issue, was arrested in connection with the attempt to smuggle a large quantity of arms and ammunition, was produced before Mr. R. E. Lindsell this morning on a charge of possession of these arms, and was formally remanded until Tuesday next.

CORRESPONDENCE.

CINEMA PROGRAMMES.

[To the Editor of the Hongkong Telegraph.]

Sir,—In your yesterday evening's comment on the current programme at the Queen's Theatre you rather gave the impression that I had claimed that "Excuse Me" was the best picture we have shown this season. This is not so. What I claimed, and still claim, is that the programme taken as a whole—that is to say, the musical number we open with, the Gazette, the comedy and the long picture—reaches a higher standard than anything we have had this season.

I do not think it is realised how much the harmonious blending of the various items in a picture programme adds to its general entertainment value, but the thoughtful patron of the movies has only to cast his mind back to the programmes that have pleased him most to recognise that this is the fact. I remember years ago the trouble I had in finding suitable items to put with the film, "The Purl of the Unknown Warrior." I had similar trouble with Oscar Wilde's "Salome." Another case in point came up a fortnight ago, when I was asked to do what I could for Miss Mura Shipoff. I put her on with "The Bandolero," which was the only picture I had at that time with which a dancer would harmonise. She goes on again to-morrow with "Miss Bluebird," for exactly the same reason.

No-one knows better than myself that the programmes we present are far from being what we should all like them to be. Our musical resources are limited; capable variety artists are few and far between; pictures are at times held up in the post, so that inferior films have to be submitted; but I can assure the public that supports us that we are all the time striving to give them better entertainment. One has only to look back a few years to see that, little by little, our hopes are being realised.

Thanking you for the courtesy of your columns.—Yours, etc.,
H. W. RAY.

Hongkong, Aug. 7th, 1926.

MIXED GRILL A Merry Miscellany Ashley Sterne

The fashion has been started, I read, of giving afternoon tea-parties in travelling aeroplanes, and I am vastly intrigued to know the precise reason for the innovation. Is it an attempt to revive the old-fashioned "high" tea, or is it that tea-parties are invariably such deadly dull functions that hostesses feel the need of investing them with an element of excitement? There is always a chance, you see, that the aeroplane may crash, and thus rid Society of a number of "unutterable bores"—an act of true hospitality. This is the only explanation I can offer, unless the idea be just to provide a novel place of entertainment and refreshment. But in this case, why go to the expense of chartering an aeroplane? Why not give the tea-party in a slaughter-yard, or an inspection pit, or even a mortuary?

Dr. Roger Andrieu, a New York health expert, asserts that when women cut short their skirts they added five years to their lives. I don't know the lines of his argument, but here is a little syllogism of my own. Probably no woman ever wore shorter skirts than Mother Eve (a fig-leaf is only about four inches long). But we know that at the age of 130 she had a son. The obvious inference to be drawn from this remarkable feat is that exigency of clothing is a contributory cause of longevity. Take, again, the case of the domestic cat. When fully clothed, its raiment consists of a single bow of ribbon round the neck. Often it wears nothing at all. Yet the cat doesn't merely add five years to its life; it increases the measure of its days ninefold. Now if women wore a little one-inch wide skirt round their necks they would no doubt live till nine times the allotted span of three score years and ten. In fact, I believe that many members of our rosy beauty choruses, inured to sparse apparel, have already passed this age.

The headmaster of one of our public-schools declares that the schoolboy of to-day requires more food than did those of a former generation. I am not surprised. When I was a boarder at Borsdal,



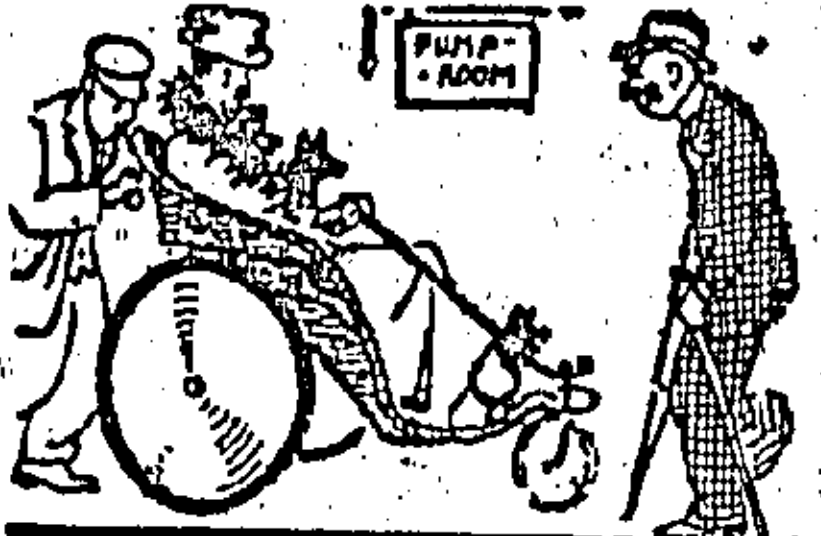
my chief sustenance was food for reflection. Food for reflection was practically an extra, and many a time was I driven to masticate the oakum I was given to pick.

I want the sportsman who recently sent £16,000 worth of War Loan to the Chancellor of the Exchequer for cancellation to form himself into a procession, so that I can stand on the kerb and cheer him lustily. For he has set a noble example which others ought to feel it incumbent upon them to follow. Naturally we don't all hold War Loan; but most of us hold something issued by the Government which we might similarly hand over for cancellation. Myself, for instance, this morning received a demand note from the second instalment of Schedule D. I at once despatched it to Mr. Churchill offering its cancellation for the benefit of the tax-payer. Not only that, but I stuck a three-penny stamp on the envelope, so that the Postmaster-General might cancel it in reduction of the cost of our postal service. If everybody acted in like manner, the

country's finances would soon be in so flourishing a state that Mr. Churchill's job as Chancellor of the Exchequer would become a washout, and the Government would have to substitute the office of Chancellor to the Exchequer.

THE ETERNAL PROBLEM.

Shall we go down to the seas again for our summer holiday. And spend our annual fortnight at St. Leonard's or Herne Bay? Or shall we go across to France, via Newhaven or Dover, and place a pack upon our back, and tramp that fair land over? Shall we go down to Old Father Thames and bask on his waters wide? For he certainly holds allurements which can nowise be denied. Or shall we undertake a tour round our cathedral cities,



Or go by car to some inland spa (which would be a thousand pities)?

Or shall we go down to my mother-in-law's, and make holiday on the cheap? (For she lives in a seaside villa near the famous Garden of Sleep.) No, better, I think, if I sent the wife and kids to pay her a visit. Whilo! (hooray!) at my Club will stay! Not a bad solution, is it?

Said one of our London stipendiaries the other day, when commenting on a case of alleged inebriety which he subsequently dismissed: "There is never an act committed, however grotesque it may appear, that is not capable of a second and equally satisfactory explanation." I think I see what his Worship is driving at. There are those who hold, that Nero committed a callous and cruel-hearted act in fiddling while Rome was burning. On the other hand, it is quite conceivable that the inhabitants deliberately fired the city because Nero would fiddle.

Since the Derby was run, I have been much interested in perusing the voluminous correspondence in one of our sporting papers from readers who dream of Coronach's victory the previous night. Personally, on the eve of a big race, I always dream that somebody shows me an evening newspaper of the morrow's issue wherein the result is printed in vivid letters. But whatever agency it is that inspires my dreams, it always pulls my leg pretty badly. (I may add that I never read racing news.) For instance, on the night of June 1st I dreamt that I distinctly read in an evening paper:

DERBY RESULT.

Grasshopper	1
Burymore	2
Seamaiden	3

The first thing on Derby Day I wired a sporting friend to back for me Grasshopper to win, and the other two for places. The following morning I received a letter from him which ran:—"Couldn't find that any of the horses named in your wire were running, so did nothing. As a matter of interest I may add that a dog named Grasshopper won the Waterloo Cup in 1875, a waterman named Burymore was second in the race for Doggett's Coat and Badge in 1863; while in 1889 a yacht named Seamaiden finished third for the then German Emperor's Cup at Cowes Regatta." I am sending full particulars of this singular coincidence to the Physical Research Society (Lobster Supper Department.)

LUCKNOW OUTRAGE.

MURDER OF LIEUT-COLONEL BRANSBURY.

Lucknow, July 4. A dastardly outrage took place in Lucknow last night when Lieutenant-Colonel H. A. Bransbury, R.A.M.C., Commanding Officer of the Cantonment Hospital, is alleged to have been murdered by his boarder.

The man is also stated to have attacked a syce and his wife. The woman is alleged to have died.

The motive of the crime is not yet definitely known.

The funeral took place with military honours this afternoon. The Commissioner, Deputy Commissioner City Magistrate and all military officers, members of the board and honorary magistrates in the Cantonment attended the funeral. Mrs. Bransbury is at present in England.

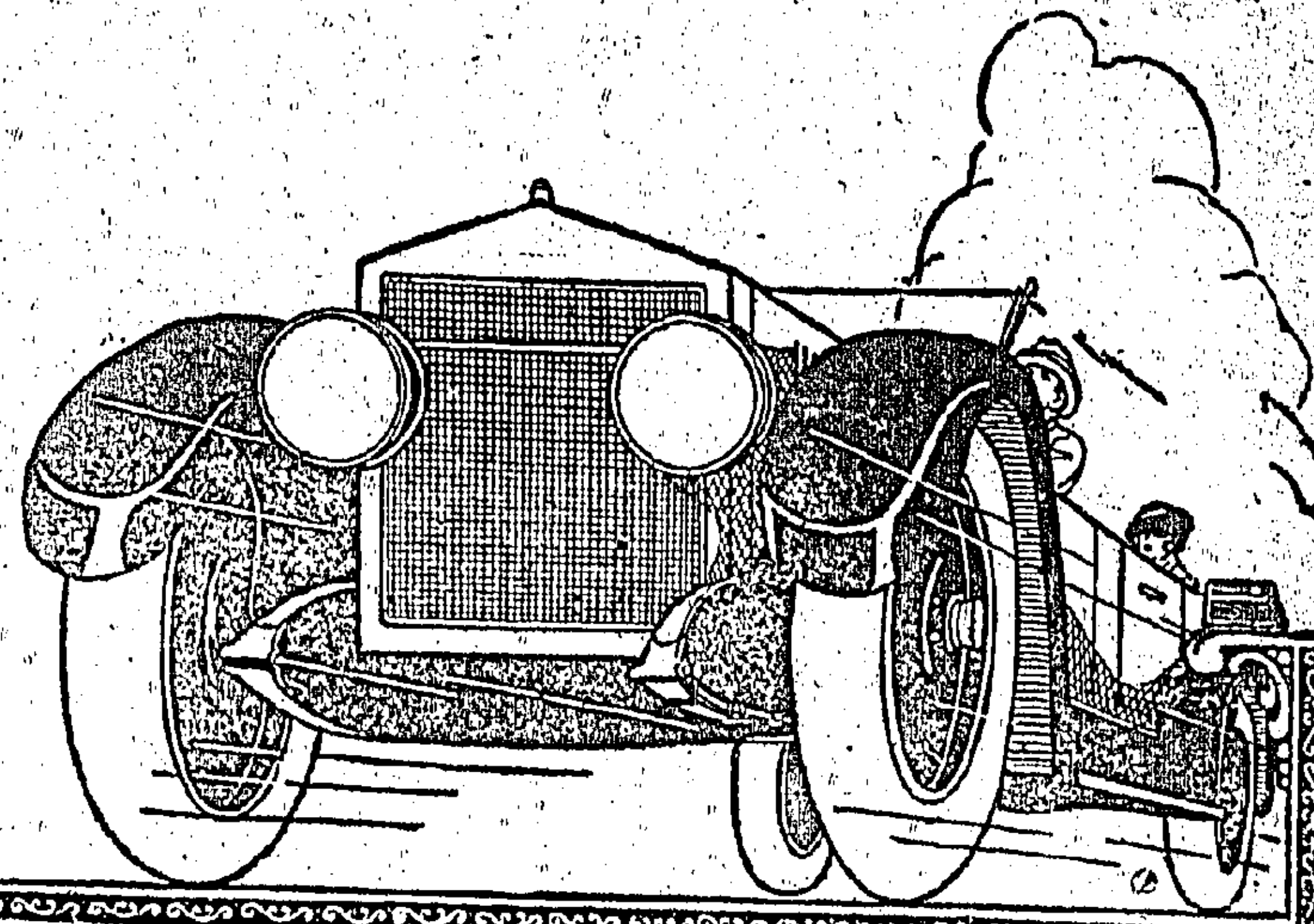
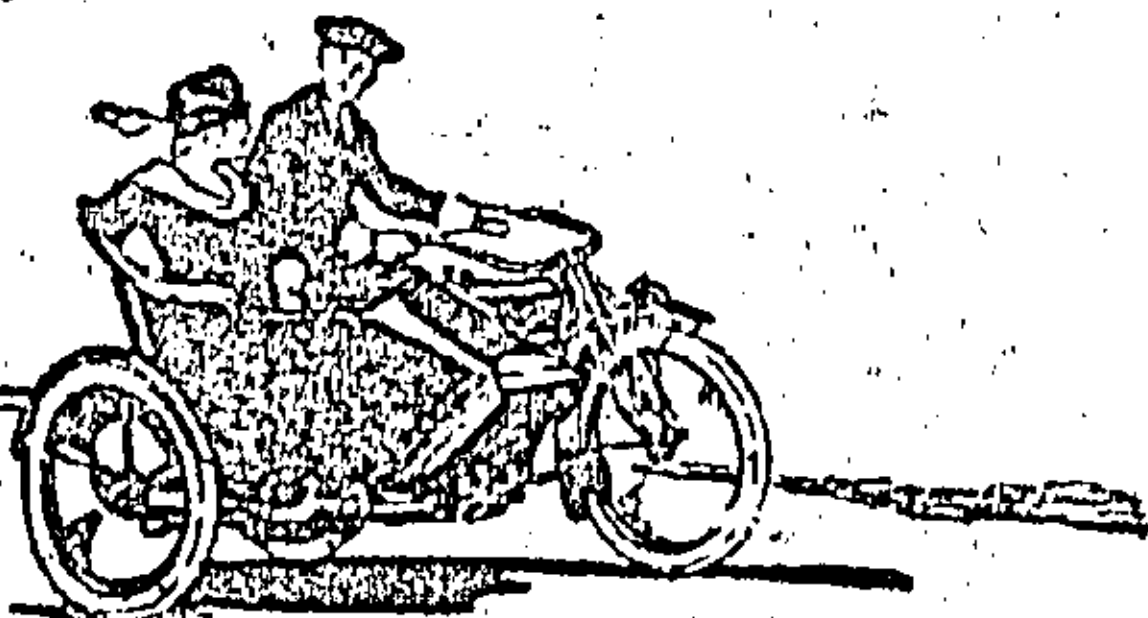
Lucknow, July 5. It is learnt that the boarder, Fazal Ahmad accused of the murder of Lieutenant-Colonel Bransbury, was given notice to leave the Colonel's service. The Colonel was murdered at dinner time.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 7th August, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Star Ferry Parking.

It is not so very long ago that we quoted official figures showing the remarkably rapid growing number of motor vehicles, especially motor cycles, in the colony, and the result is that at no distant future date the question of parking accommodation will have to be brought up again. Already at the Star Ferry, on the Kowloon side, on a fine day, the accommodation for motor cycles, provided by the Ferry company, is taxed to its uttermost. To a late-comer it is annoying to find no place where his motor cycle or combination can be put. Vehicles have often been placed at right angles to and in front of those on the stand, but then an equally annoying situation arises as the owner of a rear cycle finds he has to move another from in front, in order to get out. Would it not be possible to enlarge the present car stand by the Wharf and Godown Company's premises? The cost should not be great, and the benefit would be greatly appreciated by motorists on the Kowloon side.

Parking Offences.

While dealing with the question of parking at the Star Ferry, it would, perhaps, not be out of place to branch the subject of the signboard prohibiting parking on the road near the station. A number of offenders were recently summoned for this offence, and they declared that the signboard was not conspicuous enough, and that a white line should be drawn. There is, truth to say in this, and it is only fair to the motoring public that a more prominent sign should be exhibited, and a white line drawn. Admittedly, most Kowloon motorists now know of this prohibition, but humans are forgetful, and a more striking sign would serve to remind them. It was stated at the Police Court that a white line had once been placed there but had been obliterated. There is little labour or expense involved in painting a new line, and this should be done as soon as possible.

Repair Work Needed.

It is time that attention was again called to the bad state of the roads by the side of the several railway and truck tracks which cross Nathan Road and the road to Laichikok, caused, apparently, either by the subsidence of the rails or the unworkmanlike manner in which they have been laid. At the end of Nathan Road there are three sets within a few yards of each other, two of which are below the level of the road, and the other above. It is necessary to slow down almost to a stop unless a nasty jolt is to be suffered, but this should be totally unnecessary, if some effort were made to keep this part of the track in condition. All the way to Laichikok these rails are met with, and to the humble motor cyclist they are a bugbear. As long as the reclamation work is going on, so long will the tracks be there, and so long will motorists have to put up with an avoidable inconvenience. Roads.

Most of the roads which have been closed on account of storm damage are again open to traffic, thanks to our Roads Department. It will be some time, however, before cars are able to proceed around the Island on account of the great damage done by Tyam and Stanley. One portion of the roadway has been completely

washed away, and it is apparent that the task of rebuilding it will be a long one.

Buses.

The Bus Service to Pokfulam is again in full swing, and residents in that locality are doubtless appreciative of the return to what have become normal and convenient transport facilities. The large Thornycroft vehicles are back again on the Repulse Bay run, although it is most disappointing to would-be bathers to find them reserved for residents only. We cannot, of course, complain about such an obviously necessary restriction, but it certainly serves to emphasise the urgent need for increased transport facilities during the summer season, when Repulse Bay is the objective of many people who do not reside there, but who wish to enjoy its bathing.

Professional Drivers.

We have heard much comment recently on the question of wages demanded by professional motor drivers, and the time certainly seems to have arrived when some concerted effort should be made to formulate a wages scale for the guidance of motorists who desire to employ a chauffeur. The question is by no means peculiar to Hongkong, for we remember reading comment from various parts of the East relating to the same problem. As a matter of fact, the only problem which exists is how to guarantee unanimity amongst employers. Some owners pay as much as \$70 or \$80 per month to their drivers, and it must be admitted that such amounts are excessive, and an effort should be made to influence such employers in the interest of motorists generally.

The Probable Origin.

The origin of these high salaries appears to date back to the time when motor vehicles were confined to people of considerable means, who were prepared to pay high rates to the driver, who was given charge of a high-priced vehicle. Conditions are totally different to-day, and whereas the driver of former days needed to show some slight mechanical knowledge, that need does not exist to the same degree to-day with motor vehicles obtainable at moderate prices, while reliability has been greatly increased. The lowest wage paid is in the vicinity of \$50 and even that is unnecessarily high and beyond the man of moderate means.

Plenty of Drivers.

From enquiries, we learn that there are many reliable drivers with considerable experience behind them, who are out of work, and who would welcome an opportunity of accepting a position at a salary of \$30 per month. Some of these men are actually working as coolies, although there are many owners who would engage them at a reasonable salary. After all, the work is by no means hard, certainly preferable to coolie work, and yet there is no means of bringing them in touch with prospective employers. We naturally do not wish to dictate to owners who have been employing a servant for a number of years, and who are satisfied to continue paying high wages, but we do think that something should be done, certainly in the interests of owners, and to a considerable extent, in the interest of reliable unemployed chauffeurs.

Drivers' Record.

What is really required is a drivers' record. This could either be compiled by the Police or by the Automobile Association. It would, of course, be imperative that the record contained the photo of every driver registered, otherwise substitution of names might be expected. Such a record would not only assist in keeping down wages, but it would also serve as a valuable reference concerning the capabilities and character of the driver. No doubt the Police would welcome such a scheme, and we feel sure that they would render every assistance to the Automobile Association in the matter. Should the Association take it up, it would in turn rest with motorists themselves to assist in the compilation of the record, and any motorist requiring the services of a chauffeur would gladly pay a small fee in return for the assurance that he was engaging a satisfactory servant. The standard rates should range from \$30 to \$40 per month, and if the matter is tackled energetically, a great boon will be conferred on motorists in Hongkong.

New Motor Sign.

Now that the tree and lamp standard have been removed from the junction of Ice House Street and Queen's Road, a vast improvement has been effected. We understand that in order that there shall be no mistake in regard to the "one way traffic" up towards the Dairy Farm Corner, a sign will be erected giving directions both in English and Chinese.

Taxi Cab Stand.

The taxi stand in Connaught Road, Central, is on the East side of the Star Ferry in the centre of the roadway. Quite a number of motorists are in the habit of leaving their cars unattended on the stand during the time taxis are engaged. These return to find their position taken up. In most cases, motor cyclists are the offenders, probably in ignorance. It should be remembered that the proper place for them is on the sea side, and not in the centre of the road. It is up to those concerned to become acquainted with and observe the regulations.

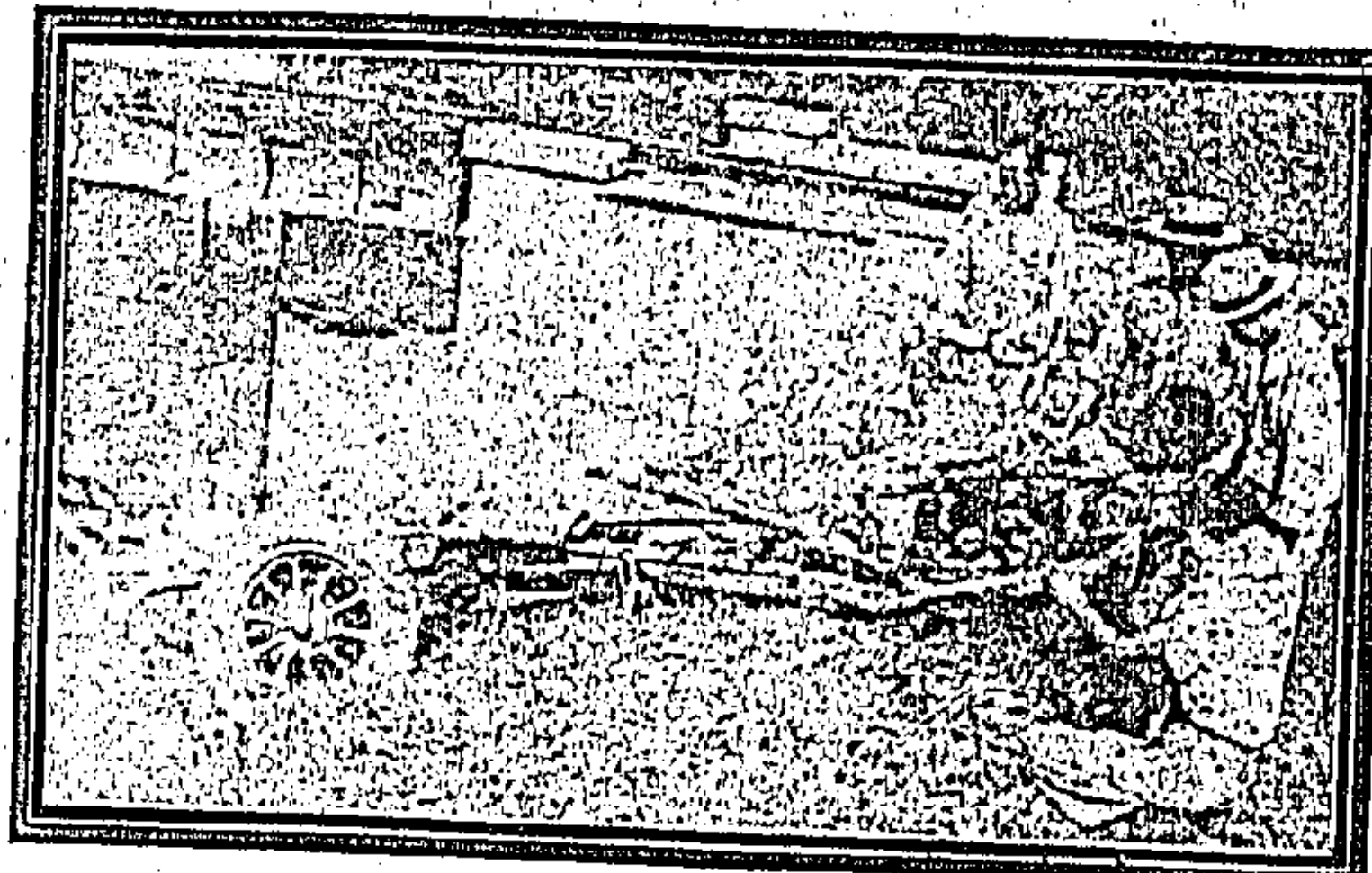
Distinctive Lights.

In America it has been decided to legislate yellow rear lights for motor vehicles, to save confusion between the usual red lights exhibited at night where there are obstructions or level crossings, or where the road is up and the rear lights of motors. This idea is a commendable one in many respects, and perhaps it would not be out of the way to suggest that Hongkong should adopt the same system. To the experienced driver his natural road sense guides him safely past such dangers, but with the less experienced, such a scheme would assist him greatly. At night there is nothing more confusing than to see a red light or lights ahead and wonder whether they are the tail lamps of motors or not. As every motor here however, appears to be fitted with a red rear light, perhaps the best way to carry out the idea would be to have yellow instead of red lamps placed on the road where there is any danger. The scheme is certainly worth considering, and would enable the motorist to decide immediately whether there was a vehicle or road obstruction in front of him.

Private Garages.

Perhaps the greatest problem which confronts the prospective motorist in Hongkong is where to garage his car should he become an owner. We have previously

A SHANGHAI ADVENTURE.



This shows the wrecked chassis of a car which was caught by an oncoming engine on Great Western Road Extension, Shanghai, where the road crosses the line. The car was carried several yards before it fell into the Fawwah creek. Our picture was taken after the damaged chassis had been fished out of the water.

viously stressed the urgent need for better facilities in this respect, and it is a matter which should receive the attention of the Government. True, garages have been built in the Peak district, but the costly construction necessitates a comparatively high rent. It should be possible to erect buildings of less costly material, or even to set aside certain areas in which motorists would be allowed to build their own garages of approved standard design and materials. The existing conditions are a definite hindrance to the development of the motor car trade here, because people who would purchase a car mainly for week-end pleasure, object to being charged \$25.00 per month for the housing of their machine. This figure, added to general running expenses, makes motoring a costly pleasure, even although the initial outlay be small.

GROWTH OF MOTORING.

FIGURES THAT INFORM.

(By H. Massac Buist.)

The twenty-fourth annual report presented at the recent meeting of the members of the Society of Motor Manufacturers and Traders contains some interesting statistics concerning the growth of the movement and the effect of the re-imposition of the McKenna Duties as from July 1, 1925. The number of different vehicles licensed year by year during the last three years is as follows:—

Year.	Cars.	Goods.	Hachneys.
1923	382,638	161,235	73,328
1924	474,251	200,765	83,527
1925	565,737	231,057	84,444

In regard to our export trade in passenger cars, the figures for the three years in question are as follows:—

Year.	No. of cars.	Value, £.
1923	3,255	1,203,563
1924	11,007	2,903,637
1925	17,772	4,183,806

During the period under review, however, our imports of passenger cars still exceed, alike in numbers and in value, our exports, the figures concerning passenger car imports being as follows:—

Year.	No. of cars.	Value, £.
1923	16,428	3,708,730
1924	13,399	2,826,927
1925	33,067	6,208,702

Against this we have to consider re-exports, which in the case of complete passenger cars are as follows:—

Year.	No. of cars.	Value, £.
1923	1,890	332,942
1924	2,598	525,211
1925	1,671	251,639

The McKenna Duties were re-instituted as from July 1, 1925. Therefore, the figures for last year of complete car imports are divisible as follows:—

Period.	No. of cars.	Value, £.
Jan. 1—June 30	33,506	4,408,371
July 1—Dec. 31	9,551	1,800,411

And cars of all types, powers, and qualities, were never so cheap as to-day.

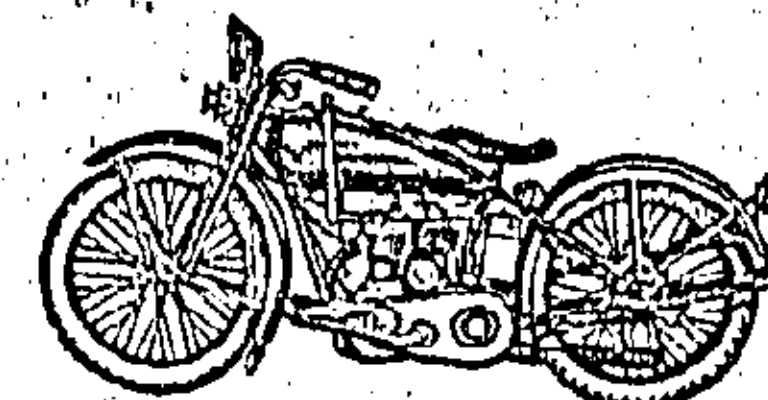
ECONOMICAL FLEXIBILITY.

Economical acceleration and flexibility of performance in all circumstances is the outstanding feature of the only four-cylinder engine car the Sunbeam Company makes, a nominal 14-40 h.p., 2,121 cc., overhead valve engine, wire-wheeled, 114 tax chassis which retails at £495, or, with a two-seat touring body, at £625 complete; a Weymann saloon at £700, a coupe at £50 more, and a coach-built saloon at £795, in each case with complete equipment. The supply of these vehicles, however, is strictly limited in face of the heavy demands on the company for its six and eight-cylinder engines cars.

The four-cylinder r type gives a very ambitious performance for the price, the economical running cost, the taxation rating, the scale of the accommodation, the durability of the chassis, and the luxury of the riding. The suspension cannot be faulted. The brakes are proportionately as powerful as they are free from need of attention. Amplitude of body space is achieved without projection beyond the wide wheel track. Alike the traffic performance on the direct drive and the hill-climbing are quite remarkable in the four-cylinder category, for flexibility, no less than for the actual maximum speeds that can be attained on the direct and all the indirect gears, also for slow running on the top.

The Sunbeam Company has now made arrangements whereby it is possible to acquire any of its standardised car types on the principle of payment by instalments.

St. Louis.—The iron in a motor car, which may have been listed at several thousand dollars when new, is worth only \$10 a ton as junk, according to the operator of an automobile salvage yard here, who handles about 6,000 cars a year. The profit in operating an "automobile graveyard," said this man, lies in the discovery of good parts in the machine when workmen start to tear it up. Such parts can be sold to individuals or country dealers.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that we are expecting our first shipment of 1927 Harley-Davidson Motor Cycles—Sols—Combinations, and the famous "Singles," side-by-side valves as well as overhead valve motors.

They will arrive just at the best riding time of the year. Book your order early and be the first to have a 1927 model on the road.

Big assortment of genuine H.D. spare parts and accessories in stock.

Repairs on all makes of motor cycles.

Across Africa by Jowett,
using

Mobiloil

From Lagos to Red Sea

is the latest accomplishment of the sturdy Jowett car in the hands of Mr. Frank Gray. Lubrication was the most vital consideration of all, and therefore Mobiloil was used exclusively throughout this wonderful journey. The same quality of Mobiloil that contributed so largely to the success of the trip is sold by garages and filling stations everywhere. The use of Mobiloil on Jowett cars is approved by the manufacturers.



Mobiloil

Make the chart your guide

VACUUM OIL COMPANY.

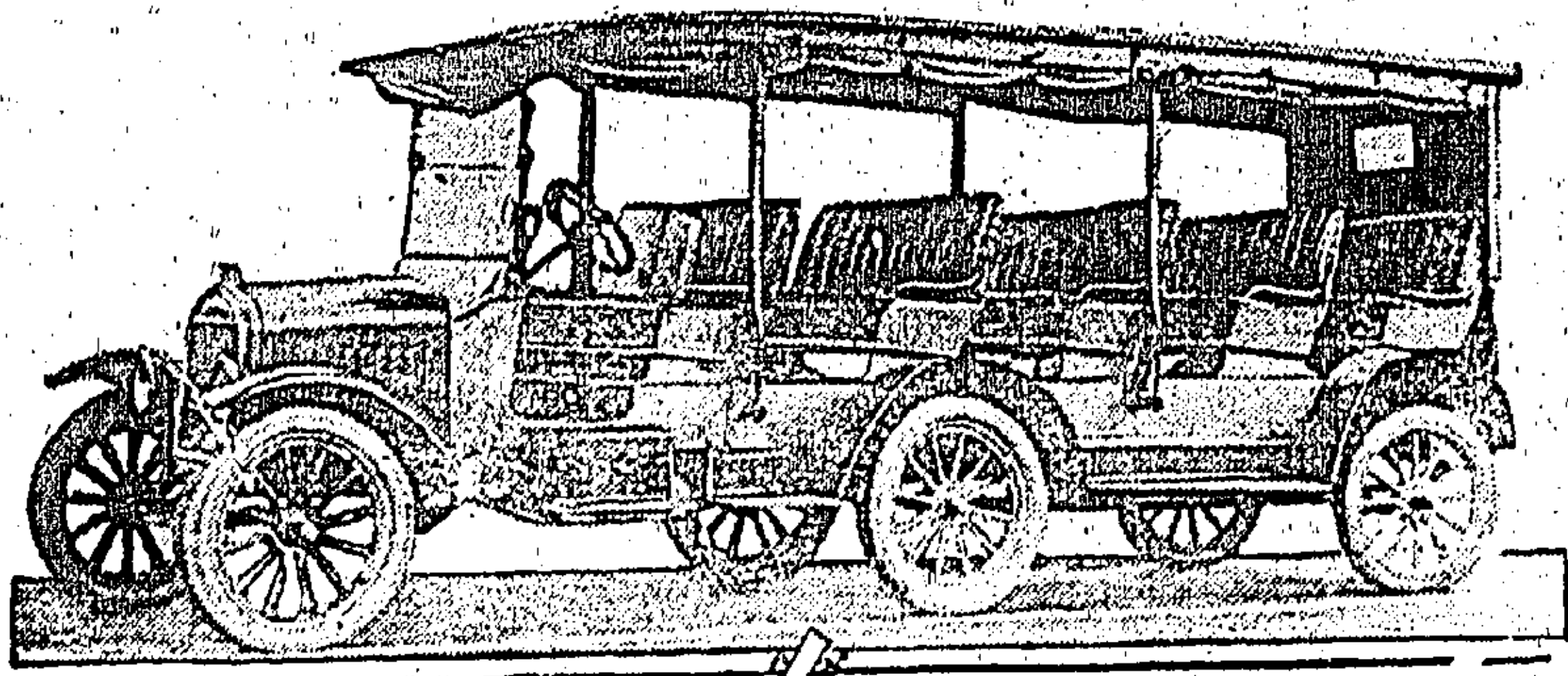
SCIENCE AIDS TRAFFIC.

Science is being called on to solve our present traffic difficulties. Brakes, signal devices, illumination and organization are among the factors which are expected to relieve congestion.

CARLOADS OF AUTOS.

Carload automobile shipments during the past three months from main plants have exceeded previous records. During March 74,865 carloads of automobiles were shipped by rail.

"MISTREATED BEAST OF BURDEN."



They're always doing something new with Fords. Here's one that has grown into a double-jointed beast of burden. It turns corners and everything in spite of the wagging heads of automotive engineers. It has been in passenger service between St. Joseph, Mich., and some of the nearby hamlets.

ANNOUNCEMENT

The Model "Q" Sports de Luxe
TRIUMPH
MOTOR CYCLE
Has Arrived

See this cycle and be convinced that it is one of the nicest jobs you have seen for a long time.

SPEED UP TO 65 M.P.H.

Almost the price of a standard model "P"

Can be seen at our Office or Godown
1A, Chater Road.

ALEX. ROSS & CO. (China), LTD.

AUSTRALIAN MOTOR-
WORKS SCHEME.

Melbourne, June 16.—A group of Australian manufacturers, which proposes to form a company with a capital of £1,000,000 to manufacture complete motor-cars in Australia, has sent a deputation to Mr. Pratten, Minister for Trade and Customs, to ask the Government to grant a bounty on the cars produced until the industry is firmly established. Mr. Pratten was sympathetic and replied that the subject was very important from the developmental and defence standpoints, mentioning that fourteen million pounds worth of cars and motor requisites were imported yearly, of which probably five-sixths were from America. He promised to refer the matter to the Tariff Board.—*Reuter*.

A movement is on foot in Italy for the purpose of exploiting the present oil wells, intensifying search for other national sources of supply, and for placing the oil on foreign markets.

THE BRITISH CAR
OVERSEAS.

ITS HANDICAPS.

So much has been said and written of late years, by way of criticism, defence, and explanation, of the adaptability of the small British car for overseas markets, that it is interesting to get first-hand knowledge of what is actually happening on the other side of the world. This, I had recently, writes the Transport Editor of the *Manchester Guardian*, when I met one now resident in New Zealand, who was qualified to talk motor talk because of his experiences in this country before emigration. It has to be said that during the past two or three years the British car has been in better demand in overseas markets, especially in Dominion markets, than for some time previously, and what I learned went to confirm these facts. It was informative confirmation, too, because it tended to show why our manufacturers are making progress over there. The reason can be stated simply; they are producing cars which meet and stand up to the road conditions in these countries.

The greatest need of all is for good ground clearance, and those cars so provided do best and sell best. Good cooling is, another factor, and here again we see improvement. Then sturdiness counts, for when all is said and done British after-sales service is not so highly developed as it is with the low-priced American car. It might be retorted that because of its robustness it does not need so highly organised a service, but even British cars need repairs at some time, and then it is that prompt and efficient service, the facilities for getting spares quickly and cheaply, becomes a telling factor. Some half-dozen or so popular British cars are doing very well in New Zealand because of service, and efficiency, and because buyers are realising that it is worth something to have quality to begin with, and to pay for it. Indeed the British car has so grown in popularity that, my informant told me, one distributor for American cars has said he must look out for a British agency. That may have been said jestingly, but there is something in it. What needs, emphasising is the fact that this particular market is worth cultivating. The fact that the population of the two islands is very little larger than the populations of Manchester and Salford is no indication of its capacity for absorbing cars. As a matter of fact the number of cars works out at an average of one to about eleven of the population, which is more than can be claimed for that of the two Lancashire cities. Some explanation for the number is to be found in the fact that New Zealand has an export trade valued at £75 per head of the population.

It is encouraging to learn that our manufacturers are making this progress, and why some are not. One well-known British car, popular with us and noted for its sturdiness above all things, makes no great headway over there because it needs to have more road clearance. Yet in colonial tests and the like it has done remarkably well. There is a market for the right thing, and purchase price is no longer the first and dominant factor. Quality and roadworthiness are the things which count, and these are being given in increasing measure.

It has to be said that our makers have had to fight under extraordinary difficulties to re-enter these markets. The war period saw them cut off from all markets at home and abroad, and that period gave their trans-atlantic competitors a real chance. Then came the alteration of the incidence of the motor tax, with its tendency to develop the small, high-performance engine, which of itself was of little use in colonial conditions. It was an engine that did extraordinarily well on British roads, which are the best in the world, and in the temperate climate of this country. More was needed to bring it into line with Dominion conditions of roads and climate. Those things are now being given, and, as we see, the British car is making progress. Our export trade in these vehicles is growing, and it is a tribute to the pertinacity of the British maker.

CARE OF THE CAR.

THE USE OF GREASE.

The finest protection the chassis can have through the winter months from the ravage of mud and wet, is a thorough greasing and oiling of every working part. Grease prevents the entry of water and abrasive mud, and lubricates at the same time.

The springs may with advantage be removed, dismantled, their leaves cleaned, oiled and enclosed in special gaiters or bound with insulating tape.

It has been proved that skidding is less likely to occur with very supple springing, owing to the better adhesion between the tyres and the road.

In any case the free working of the spring will provide greater comfort. The steering should be examined and all play taken up, as this part of the car needs to be positive but free-acting when correcting skids on a greasy highway.

The brakes also should be inspected because the lining may have worn thin, leaving the heads of the securing rivets projecting, so that they grip the drums suddenly, and cause the wheels to lock—which is the cause of skidding in eight cases out of ten.

The brakes cannot come smoothly and progressively into action if the rivets are the first to make contact with the drums.

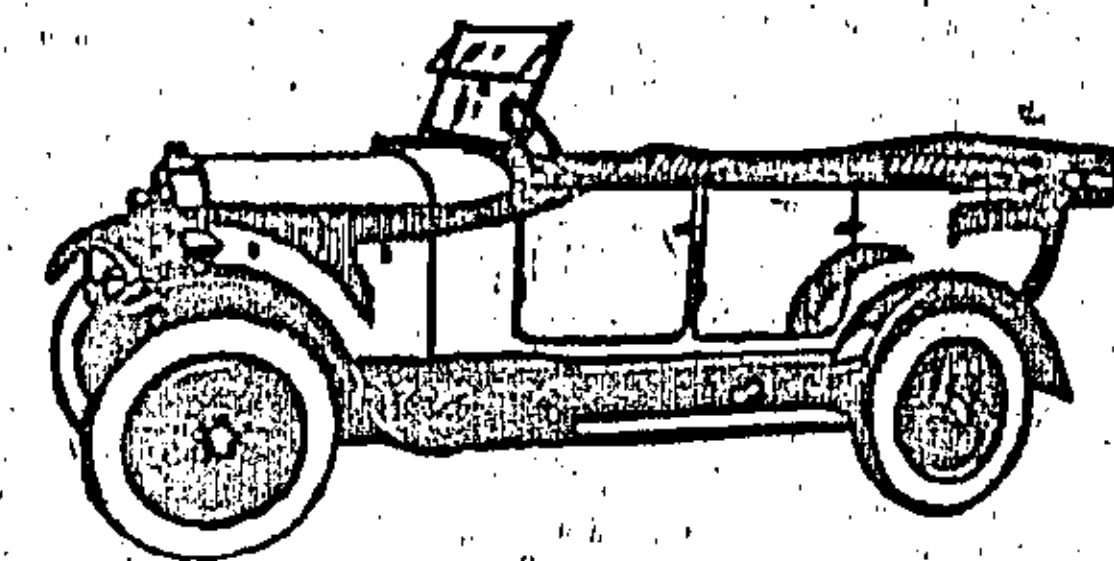
A little trouble should also be taken to clean out the petrol feed system, such as the tank, filter, carburetter, etc., as a choked jet or petrol pipe can be intensely aggravating on a rainy, blustering day.

If these suggestions are carried out, the motorist can look forward with confidence to trouble-free driving in the worst of weathers.

A Madrid message says it has been decided to establish an aerodrome at Cabo Juby (Rio de Oro Colony) for the use of the Seville-Canary Islands-Cabo Juby air mail line. This aerodrome will also be used by the French Casablanca-Dakar line if France grants to Spanish aviation in exchange the right to land on certain parts of the French coast.

SINGER

Specially Geared for Hongkong



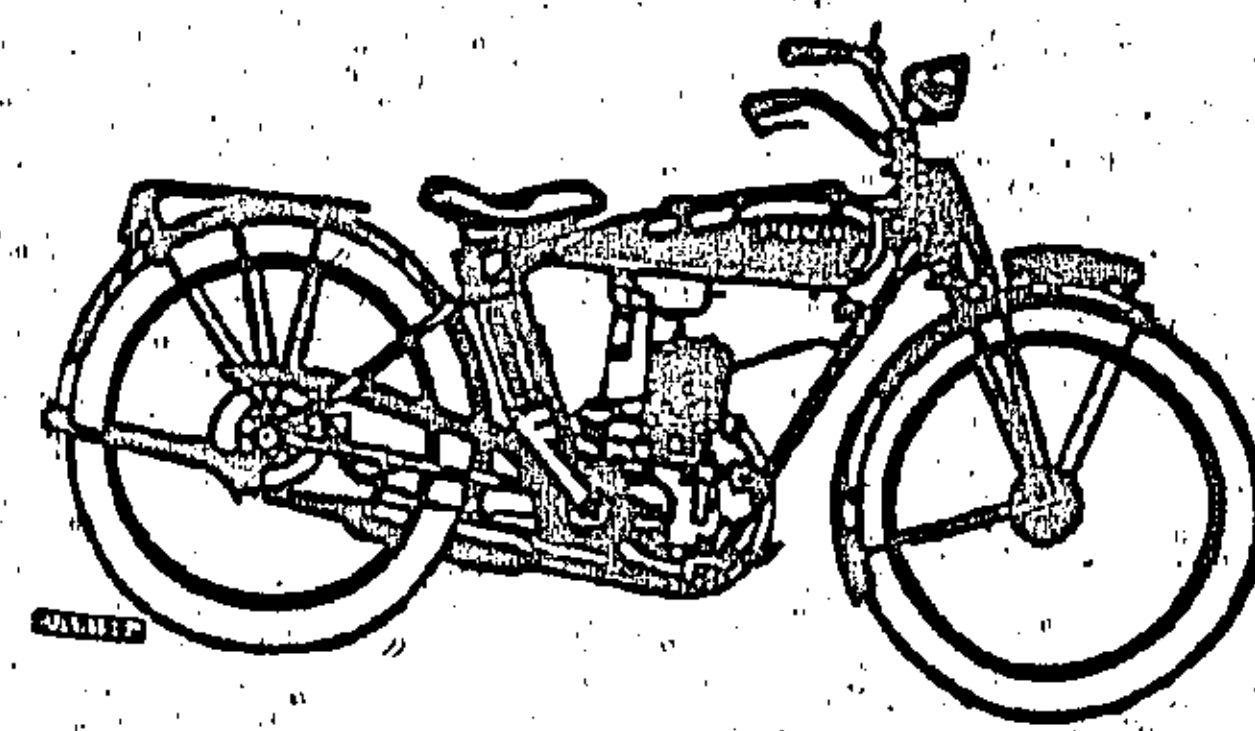
FOUR SEATER "DE LUXE"
£265.0.0.

For Full Specification and Particulars apply to—

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

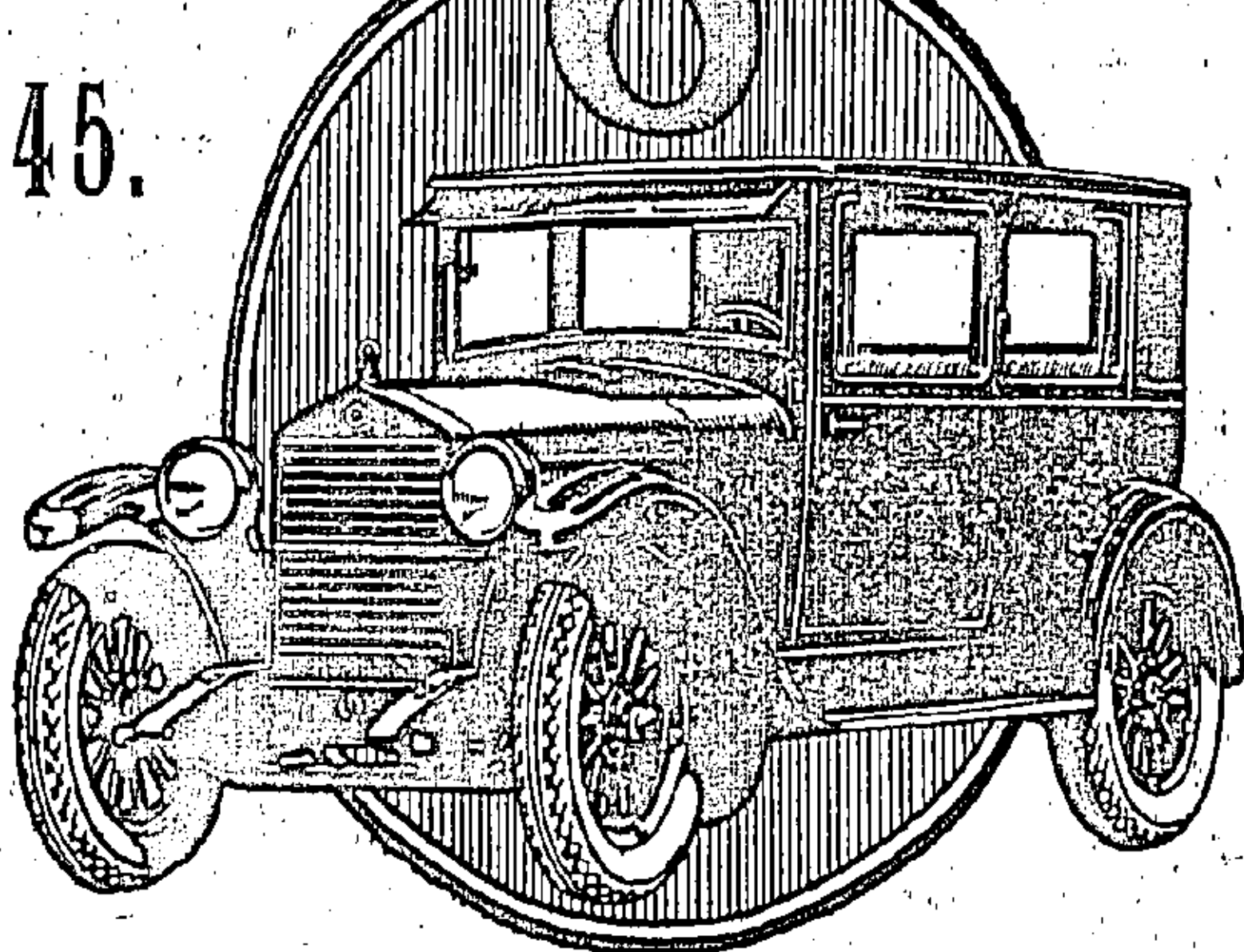
Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

Phone: C. 1221 4TH FLOOR, BANK OF CHINA BUILDING
6, DES VORUX ROAD, CENTRAL.

ESSEX "6" COACH

\$2,145.

The Lowest Prices for
The Finest Essex Ever Built

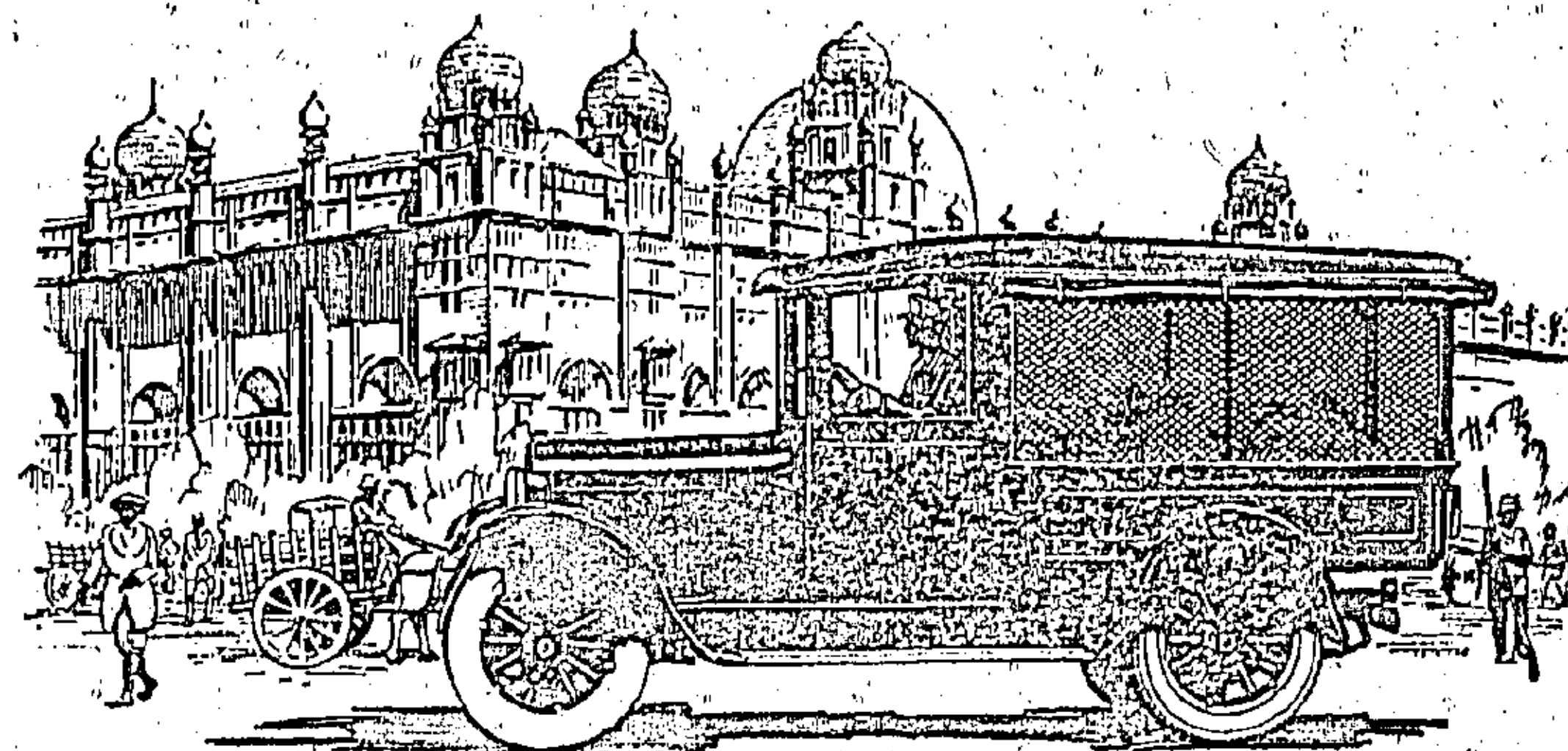
This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new low price places it within reach of all. At little more than the cost of low-priced "four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality, such as you never expected in a car of its price.

ESSEX TOURING \$1,995.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY



Meets Government Specifications

Hundreds of public institutions throughout the world employ Dodge Brothers Commercial Cars. The Post Offices at Kingston, Jamaica; at Bombay, India; at Capetown, South Africa; and several government departments in Australia—to mention only a few.

Deep, heavy channel frames, reinforced all-vanadium springs, ample body dimensions, the prodigal use of fine alloy steels and drop forgings—all tell a story of exceptional efficiency. All tell why Dodge Brothers Commercial Cars render better and more economical service than most light trucks of much larger rated capacity.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

DODGE BROTHERS
COMMERCIAL CARS

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

- Absolutely new design.
- Speed, over 55 miles per hour.
- Acceleration, 5 to 30 miles in 13 seconds.
- 28 or more miles to the American gallon.
- 250 miles to quart of oil.
- 20,000 miles to a set of tyres.
- Four wheel mechanical brakes.
- Irreversible Steering.
- 56 inch tread.
- Conventional springs.
- 29 x 4.40 Cord Balloon tires.
- Engine developing 31 horsepower.
- Remarkable acceleration.
- Low hugg body of very pleasing lines.
- Finished in Blue lacquer.
- Ample room for passengers.
- Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS
WILL ARRIVE SHORTLY

Full Particulars from—

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

ATTENTION FORD OWNERS

Arrangements have now been completed whereby Ford Owners

are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C. 4895.
Chatham Road, Hunghom ... Tel. K. 1216.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

HINTS FOR THE MOTORIST ALBERT L. CLOUGH STUCK PISTON RINGS.

The effects of carbon deposits in producing knocks in engines, by causing premature ignition or raising the compression pressure and in leading to engines overheating, by restricting the conduction of heat through the walls of the cylinder-head to the cooling water, are well realized, but their effects in interfering with piston-ring action are less generally recognized.

FREEDOM OF MOVEMENT.

In order that a piston-ring may always expand against the cylinder wall, throughout its entire circumference and thus form a perfect seal against the passage of gas past the piston, it must be free to move in its grooves, as the piston varies in position relatively to its cylinder walls and meets inequalities in bore diameter. If such freedom of motion is lost, a portion of a ring may, at times, fail to reach the cylinder wall, leaving a space through which a part of the unburned charge can escape during compression or burning gases leak out during the power stroke, entailing loss of power and fuel waste.

HOW RINGS BECOME STUCK.

There is always oil surrounding piston-rings, they necessarily run very hot and, especially if the oil used is of such a quality as to leave a heavy solid residue, when subjected to heat, gummy or even hard deposits will form on the back and side surfaces of the grooves and the rings themselves, filling the clearance spaces and eventually sticking the rings fast in their grooves. When this occurs, the cylinders leak gas so that the engine loses much of its "pop."

PREVENTIVE MEASURES.

To forestall this situation, the primary requisite is the use of an oil of a quality which will distill away with the least permanent residue or at least with a minimum of hard deposit, but something can be accomplished to prevent these accumulations by frequently dosing each cylinder with a small amount of kerosene or liquid carbon remover while the engine is hot and letting it act as a solvent over night. This treatment must be begun before the deposits have

collected largely or become hard, baked and should be repeated after each 500 miles of service.

FIRES IRREGULARLY.

M. S. asks: What causes slight muffler explosions, when I let up the accelerator, with my car running at 20 m.p.h. or so? Also, why does the engine sometimes stall, when the clutch is thrown out?

Answer: Apparently, your engine misses explosions, when it is fully throttled down, for otherwise, unburned gas would not be exhausted into the muffler to explode there, and if it fired regularly, it would not be likely to stall, when the car was stopped. Just why this missing occurs, we don't know, but probably certain cylinders have leaky valves or piston-rings and perhaps there is leakage of air into the intake passages of some of them. Maybe you cannot stop these muffler explosions, until you make permanent repairs; by slightly enriching your carburetor idling adjustment or even by increasing the idle throttling opening a little, should reduce the likelihood of stalling.

HOLDS ITS COURSE BADLY.

H. B. writes: My car tends to veer toward the right and the rear and sometimes swings toward the same side, when the tyres bounce on rough-surfaced upgrades. Front wheel alignment and parallelism and correct tracking of axles have been checked up and found O. K. Can you help me out of this difficulty?

Answer: If there is much lost motion in the steering gear, a car always tends toward the right, when travelling roads that are distinctly "crowned." There is the natural inclination to seek the low part of the road and with slack in the steering gear, this is yielded to before it can be corrected with the steering wheel. Differences in the size, tread-form and inflation of front tyres sometimes cause a drag toward one side or the other. When rear tyres bounce, there is a tendency toward the lower part of the road—the right side under normal driving conditions. Running rear tyres somewhat softer and the use of snubbers, may be found to reduce the bouncing.

THE TYRE OUTLOOK.

WEAKNESS IN CRUDE RUBBER IN U.S.A.

The weakness in the crude rubber market has complicated the situation as it has created the impression among consumers that tyre prices are about to be cut, and forestalled buying.

The general impression, however, is that tyre prices will be maintained as nearly all rubber companies are still using 70 cent rubber. C. W. Barron, the well-known financier and publisher of financial newspapers and magazines, recently summarised the situation as follows:—

"The tyre manufacturers are having conferences and are generally standing together to get a fair value for their goods, although nobody seems to know what Firestone may do. If the manufacturers stand together, tyres will not be sold on either the basis of 50 cents for rubber or \$1 for rubber; at least not until such time as the inevitable dollar rubber comes into existence before 1930.

60,000,000 A YEAR.

"We are now making 60,000,000 tyres per annum in this country, and if we do not restrict the use of rubber in some way we will require two-thirds of the world's rubber production to make those tyres.

"Figures have been made showing the date on which we will very likely be making and using 90,000,000 tyres, and it is not so very far away. Tyres are being worn out in this country as never before.

"Tyres have got to be bought, and in increasing quantities, and as yet there is no known substitute for rubber. The companies carrying the biggest inventories will in the end make the biggest money. A tyre company has got to carry a big inventory, as it requires five months to run rubber and goods through the inventory.

TRAMCAR OR MOTOR-BUS.

A GLASGOW EXPERIMENT.

There is more than ordinary interest in the news that a tramcar is being built to compete with the motor-bus for passenger conveyance. Hitherto the competition has operated the other way; it is the motor-vehicle which has had to fight for recognition, pitting its mobility against the greater accommodation given by the other as a decisive factor. The reversal of the competitive conditions is some indication of the development of the more mobile vehicle.

The new tramcar is being built by the Glasgow Corporation at their own workshops; it is evidently an experimental vehicle, designed to compete with the motor-bus over the longer routes, for if it is found to be satisfactory in service some fifty more will be built. The new tramcar is to be of the single-deck type, and is to be capable of doing twenty to thirty miles an hour. The seats will be fixed transversely, and a small vestibule will give room for standing passengers. The body is to be wider and longer than the standard double-deck type used in Glasgow; the car will be carried on two trucks, each fitted with two motors, and the accommodation will be for thirty-six passengers. The passengers will enter from the rear and will leave at the front by a door controlled by the driver. These details suggest advanced practice, and it is evident that much care has gone into the designing of the vehicle. Which may be read as suggesting that the Glasgow Corporation are taking the competition of the motor-vehicle very seriously.

"Now of course we don't say when it is time to buy rubber or when it is time to buy tyres, or when it is time to buy motors. But we must gather all the facts and put them chronologically and logically, and let the facts be clear to both buyer and seller."

Are you driving a second choice CAR?



Leadership to-day belongs to
Buick because so many people
make it their first choice

among all motor cars.

They have discovered that other cars, priced the same as Buick, are not even close to Buick in value.

Volume production enables Buick to give you a lot better car for a very moderate price.

Do not be misled into driving a second-choice car. Compare the new car offered you to Buick, "before you let go of your money!"

The Hongkong and Kowloon
Taxicab Company, Limited.

33-35, Des Voeux Road ... Tel. C. 1030.

the Better Buick

P A C K A R D

You need not be a millionaire
to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

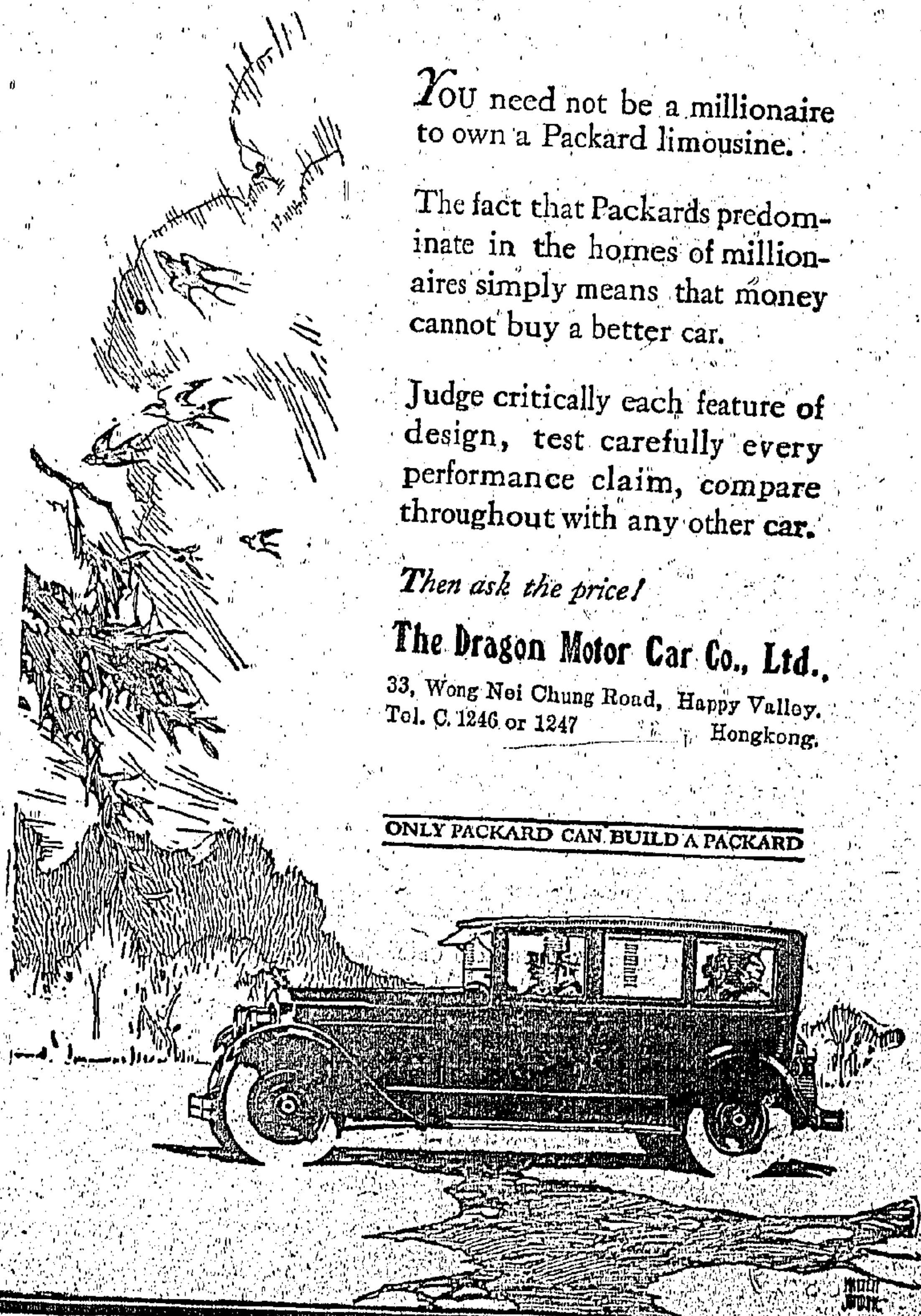
Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

Then ask the price!

The Dragon Motor Car Co., Ltd.,

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



WEEKLY MOTOR WANTS

Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH. The charge is 50 cents for 30 words, 2 cents for every additional word. Terms Cash with order. Advertisements must be received by noon on Thursday, preceding publication. Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

DEN.—1926 Model All Steel, fitted with Speedometer, Day Clock, 2 Electric Horns, Wheel Brakes, 5 Complete Seats fitted with Balloon Tyres, Weather equipment, further particulars apply P. O. Box 235.

TED.—A second hand Austin, Must be in perfect condition. State price. Reply Box No. 51, care of "Hongkong Telegraph."

SALE.—1925 Rudge White, 4.99 h.p. has done under 10 miles, condition as new, cap 65 m.p.h. 4 valve 4 speed 5. Apply Box No. 51, care of "Hongkong Telegraph."

HUDSON SUPER-SIX (No. 206) Latest Model 7-passenger, 1926. Low mileage. Owner's. Still on original tyres. 20.00 worth of special equipment. 29.40 h.p. engine (R. A. C. ting). Guaranteed in superb condition. Owner going on leave. Bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

NEW RALEIGH sales fitting Lucas lighting, speedometer, ammeter and horn from \$485 and spare parts. 325 O.H.V. Matchless & Henderson combinations. Douglas and Scott sales. Apply Motor Cycle Exchange K.655.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

MORRIS COWLEY.—11.9 h.p. 2-seater Roadster with dickey, two wheel brakes 1925 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply H.K. Hotel Show Room for appointment.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley.

BUICK.—6-cylinder. 7-passenger Buick Touring No. 195 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

BUYERS' GUIDE

MOTOR CARS

AUSTIN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Rd. C. 4759.
AUBURN.—Universal Auto Supply Co., Asiatic Bldg. C. 4915.
BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C. 1036.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
ESSEX.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD.—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K.—Gilman & Co., Ltd., 11 K. Bank Bldg. Tel. C. 250.
Read, Happy Valley. C. 1247.
HUDSON.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. C. 4895.
LINCOLN.—Andrew Harper, 6 Queen's Road. C. 4759.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER.—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C. 250.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
STANDARD.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.

MOTOR TRUCKS

DENNIS.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
FORD.—Andrew Harper, 6 Queen's Road. C. 4759.
FORDSON TRACTOR.—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd., Happy Valley. C. 1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
THORNICROFT.—Hongkong Hotel Garage, Queen's Road. C. 4759.

MOTOR CYCLES

A. J. S.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C. 1067.
DOUGLAS.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
HARLEY-DAVIDSON.—The Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PUGH.—Leyce China Co., Ltd., Bank of Canton Bldg. C. 1221.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
TRIUMPH.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C. 4554.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
MICHELIN TYRES.—Europe-Asia Trading Co., Pedder Building. C. 3438.
MICHELIN TYRES.—John Gibbs & Co., Bank of Canton Bldg. C. 704.
FRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.

TRANS-CONTINENTAL RECORD.

FASTEST TRAIN BEATEN.

South Bend, Ind.—When the wires flashed the news of the record ocean-to-ocean run of Ab Jenkins and Ray Peck in a stock model Studebaker Big Six Sport Phaeton on June 17, a final thrilling chapter was written into the annals of many attempts to beat the fastest train time from New York to San Francisco in an automobile.

The combination of two Salt Lake City business men and their Studebaker had finally done it—in the record-smashing time of 86 hours, 20 minutes.

It was a victory not only over the abbreviated time schedule that had defeated the several previous attempts, but also, over tempestuous elements. For the greater portion of the trip, the heaviest rains on record for this time of the year beat down on the plunging car, obscuring the driver's vision and turning the dirty roads into stretches of slippery, treacherous mire.

Jenkins and Peck had broken all of the records in their own territory, holding practically every one of importance in the West, even though neither is a professional driver. Jenkins is a successful building contractor in Salt Lake and Peck, the owner of a large garage. It's just a hobby and a recreation with them, this road racing.

"Let's go clear across the country," said Ab to his driving partner. "We've licked railroad time to a stand still in the West." HEAVY RAINS FROM START. "They drove out, leisurely. June 14th was set for the start of their cross-country attempt. And on the 13th it rained.

That rain was just a sample of the drenching downpour to follow. Right at the start from New York, at 2:07 a.m. Eastern Daylight Saving time, a delay in getting the stamped Western Union departure certificate caused the drivers to miss the first ferry.

Fogs in New Jersey—five grade crossings blocked by milk trains and a road filled by rock blasted from a quarry in the same state—driving rains that amounted virtually to a cloud-burst in Pennsylvania, these were the trying conditions that met the drivers on the first lay of the trip from New York to South Bend, the home of Studebaker.

A whole hour was lost on one detour in Pennsylvania and the rains continued to obscure vision and make the roads slippery, but Jenkins and Peck pulled into South Bend at 9:45 p.m., Central Standard time, five minutes ahead of their schedule.

LETTER BEATS AIR MAIL.

Here a letter was delivered to Vice-president Hoffman of The Studebaker Corporation of America. A copy of this letter mailed in New York by air mail at exactly the same time the car left, arrived in South Bend the next morning.

At all times consideration was given to the rights of motorists, and in passing through cities speed regulations were carefully observed. High speed was made through the night on deserted country roadways.

A 48-gallon reserve petrol tank had been set into the floor of the tonneau, right against the back of the front. This and changes in the hood, back seat and tyre carrier were the only alterations made in the regular stock model Big Six Sport Phaeton. On the floor between the petrol tank and the front of the back seat, the auxiliary driver was able to catch snatches of sleep, his head propped up against an air cushion.

IOWA ROADS SLIPPERY MIRE.

The next stop was in Clinton, Iowa. The Studebaker left there at 4:10 a.m., June 15, still on schedule. While Jenkins was driving, Peck ate a lunch of lettuce sandwiches washed down with black, heavily sweetened coffee or malted milk. This was the standard diet of the drivers on the trip.

Jenkins was having hands-and-feet—full. More than 2-1/2 inches of rain had fallen on Iowa's clay roads. They were slippery in spots, gumbo quagmires in others. But the car plowed through and left Council Bluffs an hour ahead of schedule. This hour and 20 minutes more were lost, however, in Nebraska, where the roads were flooded almost to the stage of impassability. They were 20 minutes late pulling into Cheyenne, Wyoming,

YOUR GUIDE

We sell the following cycles, cars and accessories—

MOTOR CYCLES

A. J. S.
Triumph
Douglas
Indian

MOTOR CARS

Austin
Standard
MOTOR TRUCKS

Dennis ACCESSORIES

Pillion Seats
Foot Rests
Cycle Batteries
Ameters
Bowden Wire
Reynolds Cycle Chains
Lucas Bulb Horns
Electric do
Claxon Horns
Cowie Mechanical do
Speedometers
Cycle Tool Rolls
Oil Cans
Goodyear Tyres,
—and almost anything
you want for your cycle.

ALEX. ROSS & CO. (China) Ltd.

BANK OF CHINA BUILDINGS,
and
No. 1A CHATER ROAD,
HONGKONG.

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG

— AND —
KOWLOON TAXI CAB Co., Ltd.
— TEL. C. 1036 —
33-35 Des Voeux Road,
HONGKONG.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Reduction in Off Gasoline Bill
Free Legal Advice.
Free Mechanical Advice
Associate Membership of the
R. A. C. and A. A. London.

All Communications for
Membership etc. to

REV. G. E. S. UPSDELL
Hon. Secretary,

P. O. Box 116.

Could You Save It?

If your car caught fire,
could you save it?

Allow the
CANBEC
Fire Extinguisher to solve
the problem for you.



Weights only 6 lbs.
and is the ideal form of
protection for motor cars
motor boats etc.

Demonstration any time.

STOCKS CARRIED

— by —

SHEWAN TOMES & CO.
Tel. C. 781. Import Dept.

flashed through in their Studebaker in the phenomenal total elapsed time of 86 hours, 20 minutes. The Studebaker Big Six Sport Phaeton made nationally famous by the Arizona sheriff for whom it was named the "Sheriff" has cleanly exhibited its right to another title, "Ocean-to-Ocean Champion."

Studebaker

1st AUGUST, 1926.
HONGKONG NETT CASH PRICES

STANDARD SIX

Duplex-Phaeton	H. K. \$2,650
Duplex-Roadster	2,600
Sports-Roadster	2,990
Country Club Coupe	2,900
Coach (2-Door)	2,760
Sedan (Wool Trim)	2,990
Sedan (Broad Cloth)	3,200
Berline	3,350

SPECIAL SIX

Coach (2-Door)	H. K. \$3,350
Brougham	3,900

BIG SIX 120" WHEELBASE

Duplex-Sports-Phaeton	H. K. \$3,650
Duplex-Roadster	3,450
Sports-Roadster	3,780
Club Coupe	3,800
Sedan	4,350
Berline	4,520

BIG SIX 127" WHEELBASE

Duplex-Phaeton	H. K. \$4,075
Brougham	4,775
Sedan	4,900
Berline	5,075

(Prices subject to change without notice.)

PRICES INCLUDE DELIVERY IN HONGKONG OR KOWLOON

All models have balloon tyres, disc wheels, 4-wheel brakes, windshield wiper, mirror, tools, etc., etc.

THE HONGKONG HOTEL GARAGE

(The Hongkong & Shanghai Hotels, Ltd.)

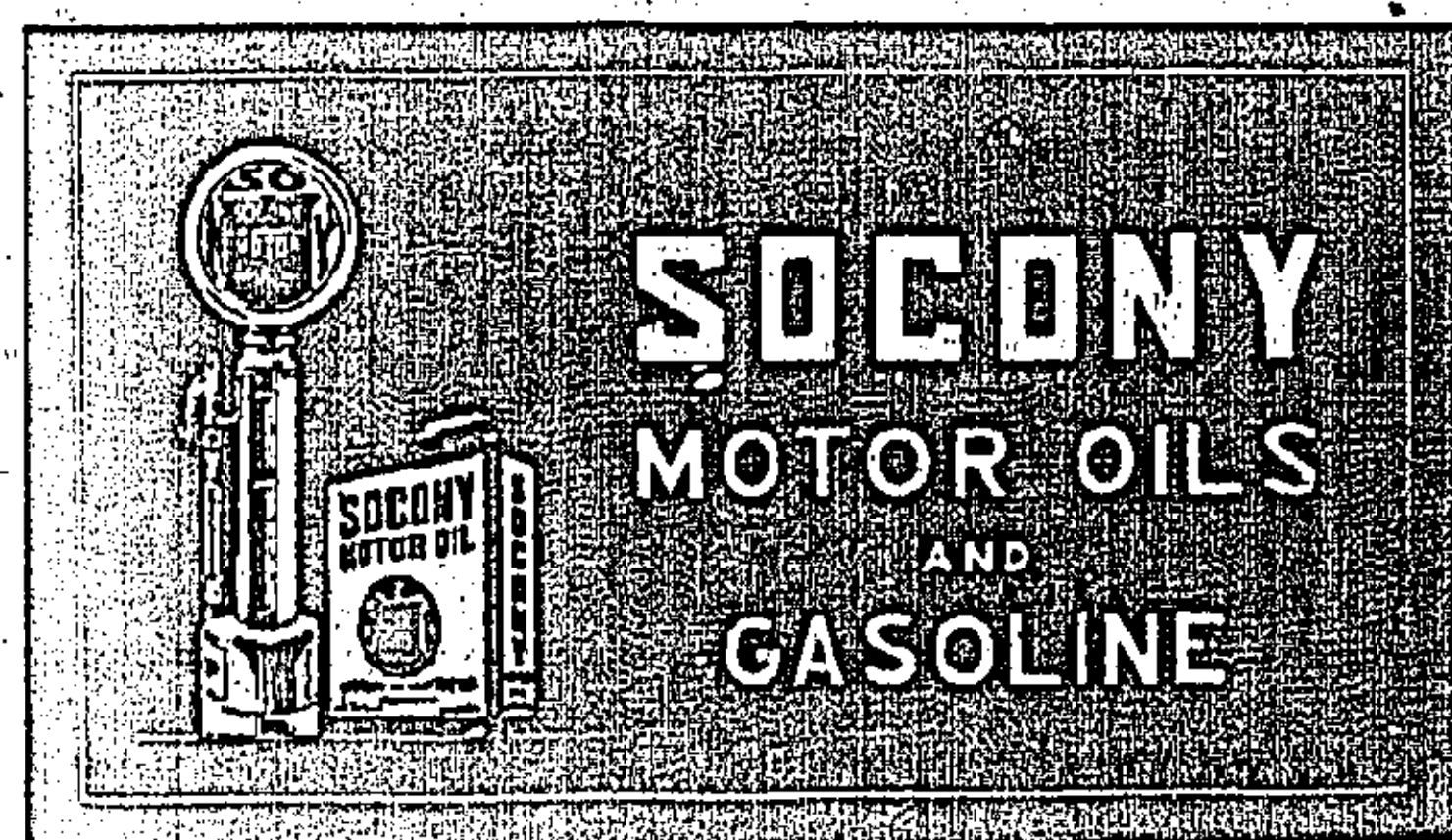
Care Sales and Accessories (C. 4759) Service (Phone and Parts (C. 4602)

CHINA UNDERWRITERS, LIMITED.

FOR
ALL CLASSES
OF

MOTOR INSURANCE
WRITE FOR PROSPECTUS

HEAD OFFICE:— TELEPHONE:—
ST. GEORGE'S BUILDING, HONGKONG. C. 1121-2



POWERS OF NATURE
Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

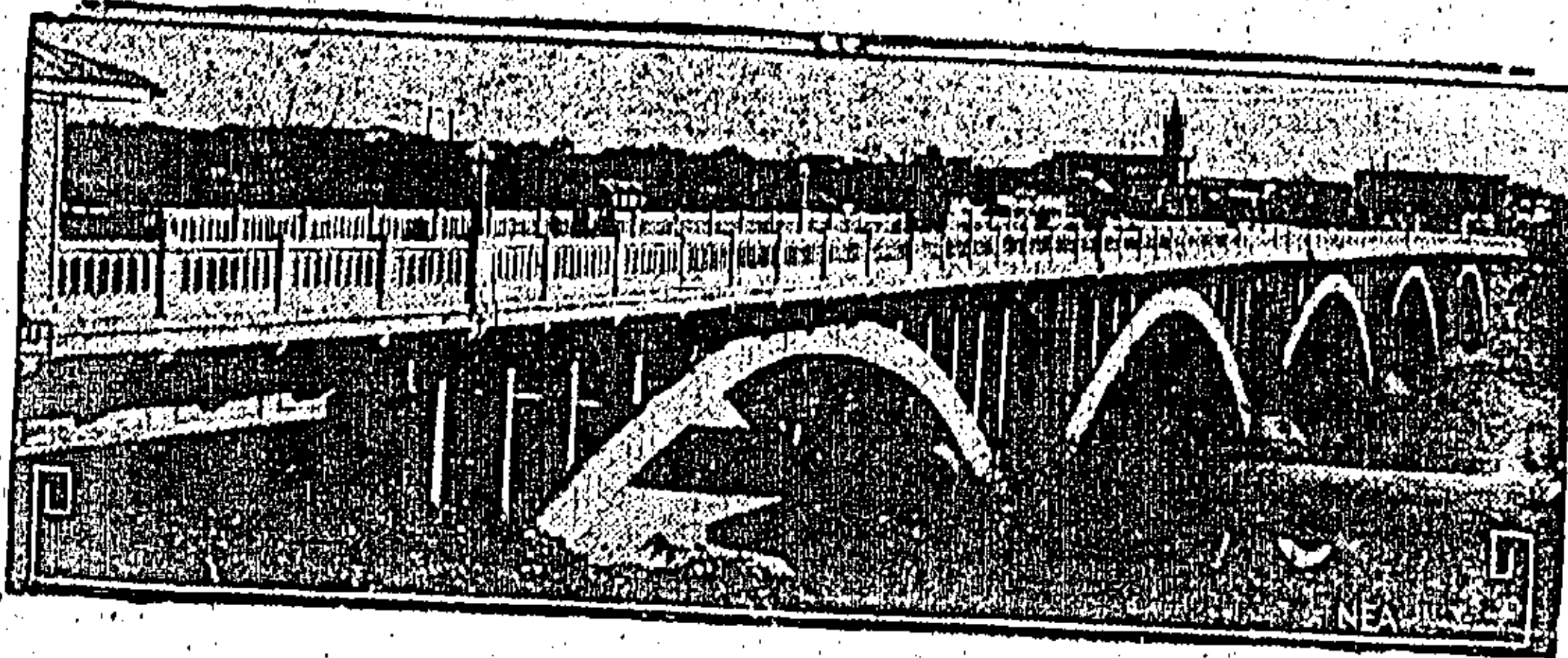
The Spirit of the Age

A Product of Nature

SHELL

MOTOR SPIRIT

NEW BRIDGE TO MEXICO CITY.



The \$500,000 International Bridge at Laredo, Texas, which marks the beginning of the new highway to Mexico City. It has recently been completed.

NO SHORTAGE OF OIL FUEL.

REPORT OF THE ROYAL DUTCH SHELL.

The demand for petroleum products grows each year. The world's motor vehicles now number 25,000,000 and the small motorcar seems destined to follow the example of the bicycle. The demand for petrol is also swelled by the increasing number of international air services. Diesel oil-engines in ships are steadily being fitted, and in railway locomotives are being tried with success. The demand for lubricating oil grows with the recovery in industry, and in particular with the electrification of railways. Finally, the use of asphalt is increasing each year with the heavy expenditure on the roads.

Yet there is no need for alarm on the question of supplies.

The annual report issued by the directors of the Royal Dutch Petroleum Company once again lays to rest the ghost of an oil shortage. The world production of crude oil last year of 151,497,000 metric tons showed an increase of 6 per cent., and the directors of the Royal Dutch Shell group support the view that there need never be any question of a shortage of oil if the oil industry is given a free hand and is able to drill wherever there is reason to expect oil. Further, they call attention to the fact that in the matter of oil supplies, nature and science work together hand in hand in a happy, and ingenious manner. The science of chemistry, on the one hand, has developed the "cracking" process at refineries (the distillation of heavy oils under pressure) which has increased the yield of petrol

from crude oil, and has so enabled the existing supplies of crude oil to go further.

The science of the engineer, on the other hand, is making for the construction of internal combustion engines which develop maximum power with the smallest possible fuel consumption, in particular those which consume heavy fuel oils in place of petrol. Scientific research with the object of deriving the most advantage from existing supplies of oil is considered by Royal Dutch-Shell management to be of greater importance than predictions as to how long the earth will continue to yield the necessary crude oil.

The production of the Royal Dutch-Shell group last year was slightly down, the total being 12,890,131 metric tons, compared with 13,442,138 metric tons in 1924. The 1925 production amounted to 83 per cent. of the world total.

TROUBLESOME DOORS.

AUTOMATIC OPENING AND CLOSING FROM THE CAR.

Brief details come from America of an electrical device for opening and closing garage doors—a device which so operates that there is no need for the driver of a vehicle to leave his seat for this purpose. It is, after all, a simple business. Two plates are let flush into the ground in front of the door; the other plates are fitted into the floor of the garage. When the vehicle runs on to the first set of plates they are depressed and so operate an electric circuit, works the doors. When the vehicle enters the garage and in similar manner depresses the plates inside, the switch operates to close the doors. The device, or certainly the idea enshrined in this brief description, may be taken seriously, for it is possible of accomplishment. Whether it is worth while to go to so much expense to save a minute or so is another matter. I can see its uses if harnessed for service for the private car owner and applied to the gate of his drive as well as to the garage door. In such circumstances it would be a decided convenience, especially at night or when it was wet. What happens at present is that the driver, who usually closes his garden gate before driving off, has to dismount on return to open it, to open also his garage door, and then manoeuvre the car into its house. Meanwhile his passengers have been alighting, there is much picking up of rugs and other useful and essential articles, and it is a decided inconvenience when they have to be carried out in the rain.

But we could go a step further. One who is deep in wireless experiments and developments assures me that it would be quite possible to arrange a wave-length to work with apparatus attached to garden gate or yard gate and garage door to secure exactly the same results, and with less trouble, in that there would be no sunken plates to get out of order, or to be damaged by other and casual traffic. This idea seems worth following up, especially by the private motorist, who in the circumstances mentioned above, a return home in the wet, might like to have

BRITISH MOTOR TRADE.

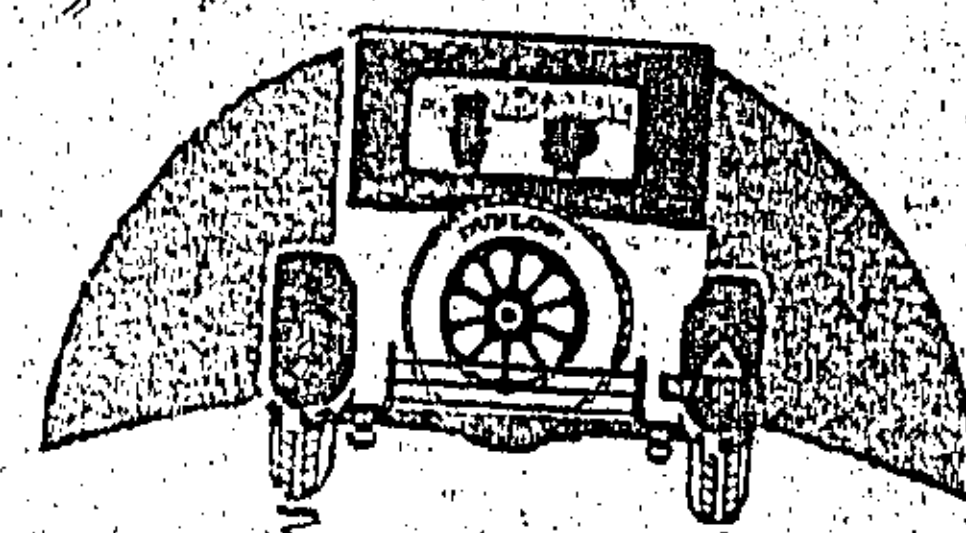
EFFECT OF THE COAL STRIKE.

Coventry, June 23.—The motor trade has continued to go slow since the industrial upheaval of last month. But the strike was not the entire cause of depression, it only deepened it somewhat. As early as February manufacturers who laid in heavy stocks following a brisk winter's work were not going off at a satisfactory rate, and by April prices were reduced. The "fortnight's" suspension of business caused by the strike certainly made selling more difficult than it had been. Since work was resumed there has been a moderate demand.

Imports of road vehicles, including cabs, are down for the months of the year as compared with 1925, and adding together commercial vehicles, chassis, and other parts there is a total of 40 per cent. down in value. Imports of motor-cycles met with a serious check, and the challenge to the British machine promises to become increasingly feeble. The British motor-cycle holds its premier position in the world's markets. Exports have also improved, though it is quite likely that a set-back will be revealed in later figures, as a result of the strike. Commercial vehicles, the trade in which has never been buoyant, ought soon to move now that manufacturers have got their long-sought-after tax on imports. It is a sign of confidence in the future that a large factory devoted entirely to engine-making has acquired a new and expensive site for its work.

The season has proved a prosperous one for push bicycles, which are made in a few motor factories.

the chance of driving straight into the garage and there, under cover, disembarking his passengers and unloading the car of its touring appurtenances. There would appear to be a good field here for the inventor to explore. A "gate" gadget would win some popularity; it would be more useful than some of the things the gadget-lover now mounts on his dashboard.



No other tyre will give you the same safety, mileage & comfort as

DUNLOP
CORD BALLOON
TYRES

BRITISH BEST

AND
THE COST NO MORE THAN
OTHER TYRES.

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The new
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low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for

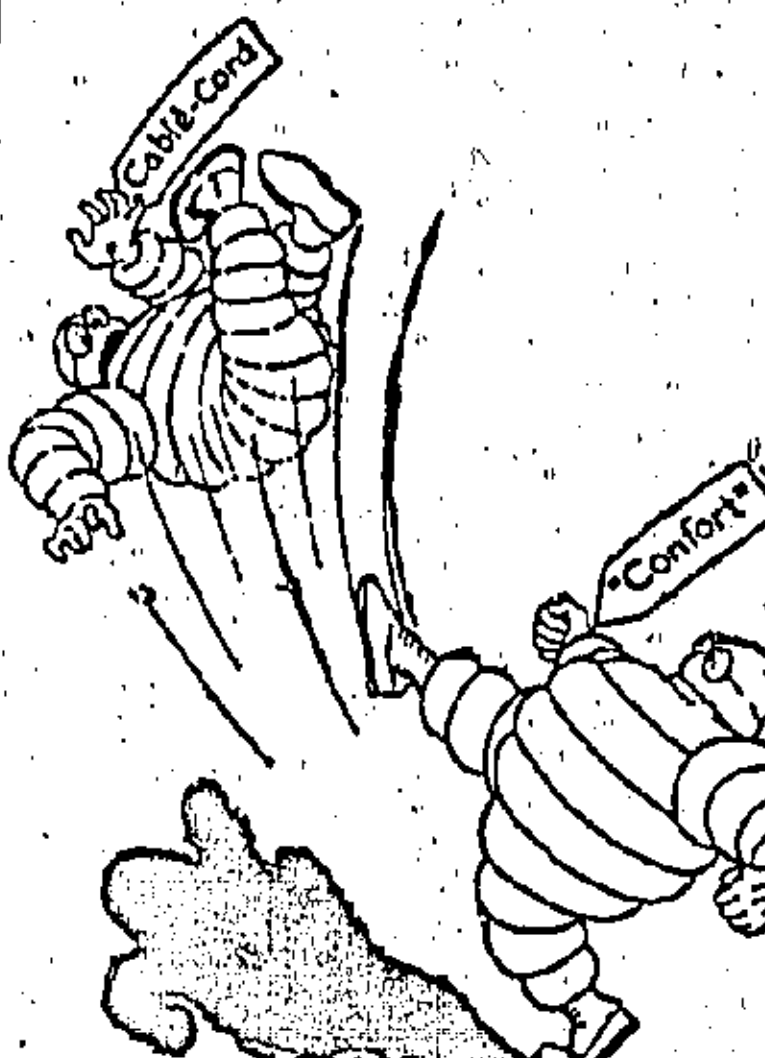
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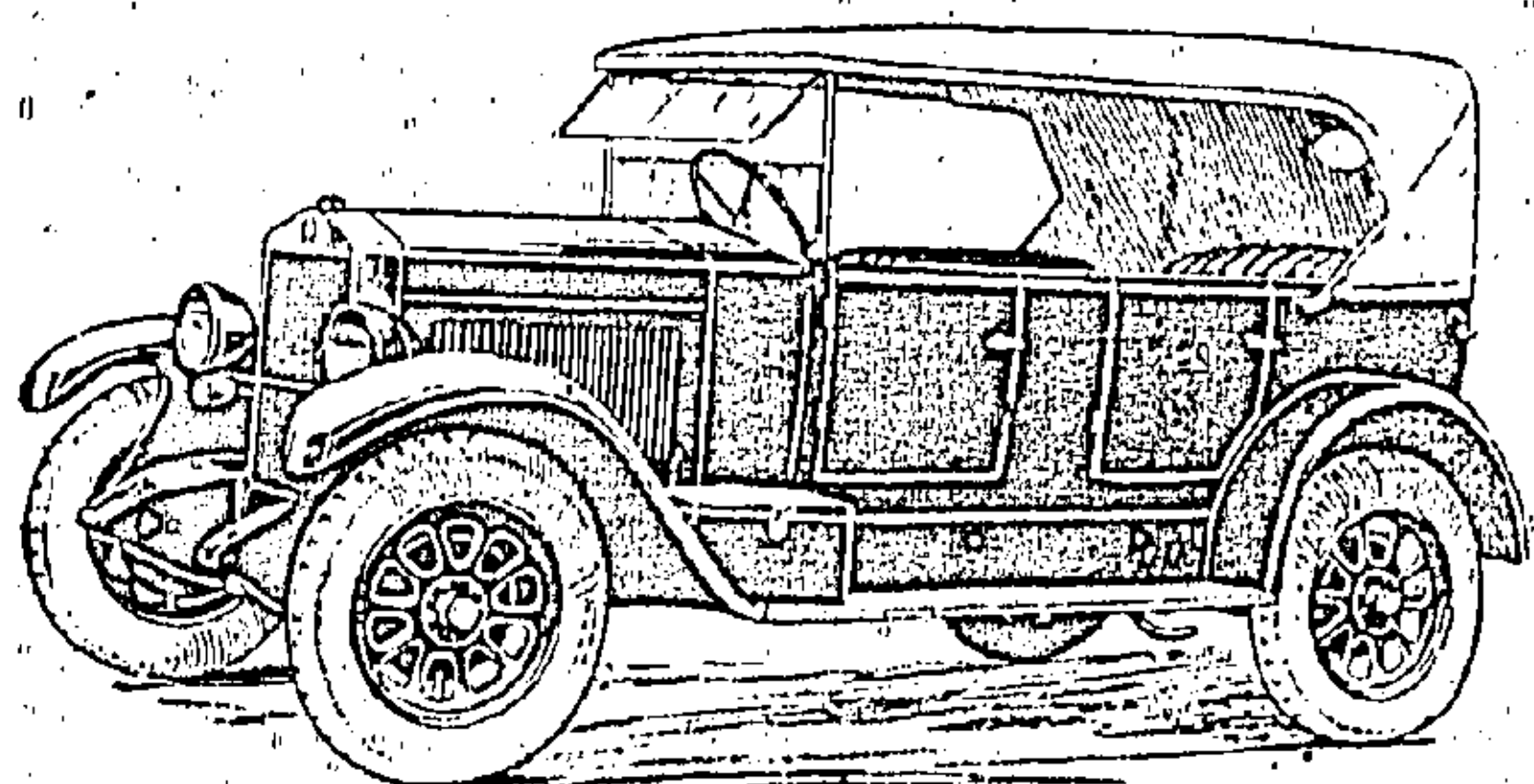
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SURE

FIAT—MODEL 503



Light, silent, and economical, the Model 503 with its metal frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine: 4 cylinder 15/30 H.P.

Speeds: 4 forward, 1 reverse

General equipment: Speedometer, clock, 4 wheel brakes,

Balloon tyres, sparewheel and tyre, Head-lights (self-dimming), metal parts nickelplated.

The very best you can get for your money.

Fiat Model 503 5 seater Torpedo Sports	\$ 2700
2 " " " De Luxe	\$ 2800
5 " " " " "	\$ 2850
5 " " " " "	\$ 3500
2 " " " Cabriolet	\$ 3600

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Announcing
the new "70"

WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilising the principle of high-speed engine construction in a Knight type eleven-valve motor, with a 2 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight eleven-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features

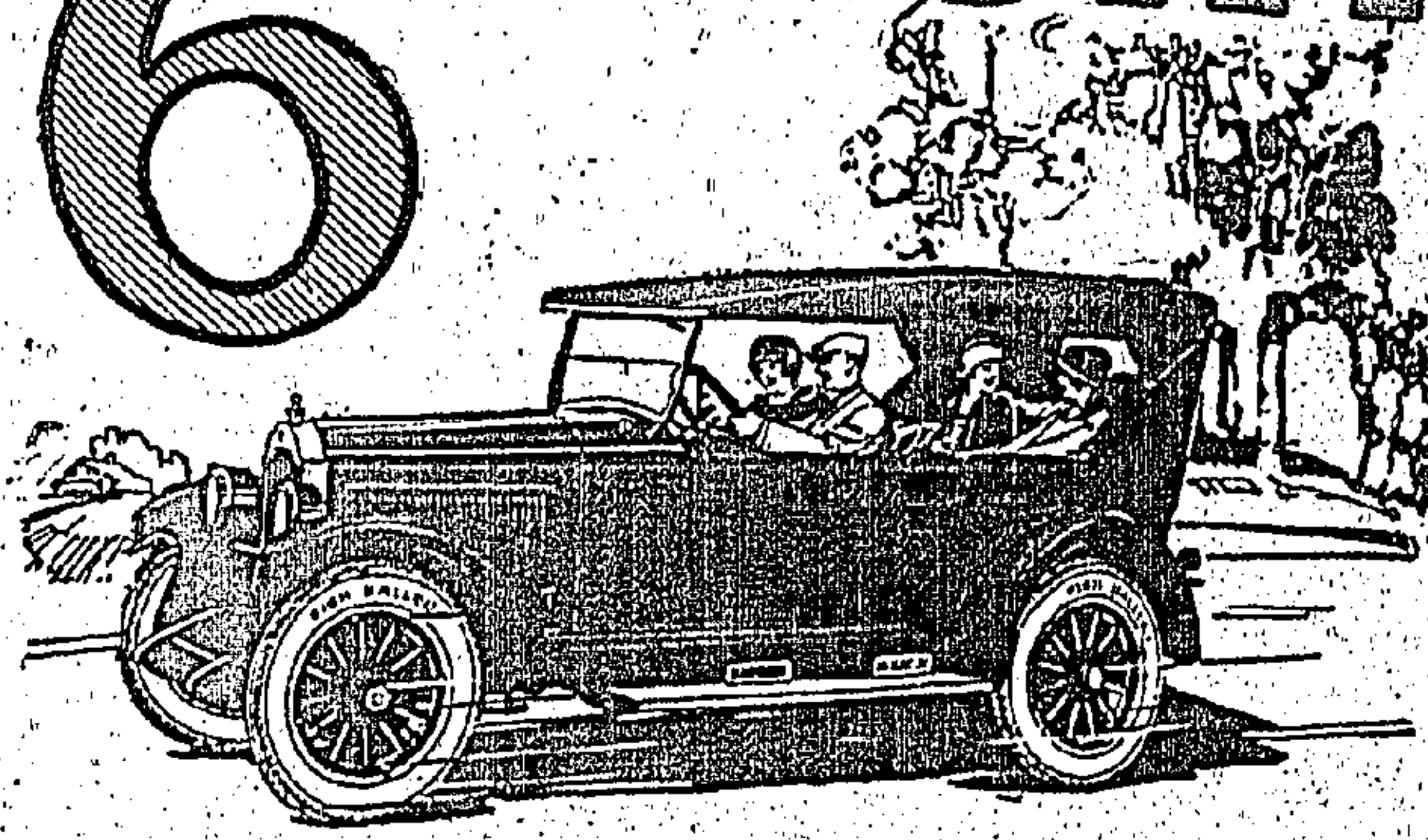
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you are a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



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THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central.

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THE UNDISPUTED LEADER.

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2.49 H.P. Solo, Acetelene Lighting	\$350.00
3.49 H.P. " " " "	\$450.00
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IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount

THE SINCERE Co., Ltd.,

Sole Agents.

LATEST HOME NEWS.

MOTORDOM IN GREAT BRITAIN.

[BY "R. A. C."]

Nowadays the British Motor Industry certainly cannot be fairly accused of any lack of initiative. Really remarkable enterprise is, in fact, shown in the production of numerous types of specialised vehicles. Among the latest are two models produced by Morris Commercial Cars Ltd. One of these is the Morris-Martell one-man-tank. This can be used as a war weapon and can equally operate as an ordinary farm tractor. It is based upon the track unit of the Morris roadless truck carried upon a short rectangular frame. The power plant consists of a 15.9 h.p. engine and gear box unit, epicyclic reduction gear and a worm drive to the rear track axle. Steering is effected by two rubber-tyred trailing wheels mounted upon a short axle attached to the rear of the frame by two quarter elliptic springs. The combination of gear box and epicyclic reduction gear gives a selection of eight ratios. On the lowest of these a drawbar pull of two tons is obtainable, while the highest provides a road speed of thirty miles an hour.

The second new Morris production is a six-wheeled lorry having the same power unit as the one-man tank. This drives through a four-speed gear box. An open type propeller shaft transmits the power to the overhead worm drive of the central axle, and a universal jointed propeller shaft carries on from the tail of this worm shaft to the worm drive of the rear axle. The axles are independently sprung, but the suspension is such that each of the four rear wheels supports an equal amount of the total load.

The pioneer of the rigid six-wheeler in the British industry is the Karrier. Substantial goods-carrying six-wheelers of this make are being delivered to the Sudan and to South Africa, while a fleet of six-wheeled passenger vehicles has been ordered by the Cape Electric Tramways Company of Cape Town, where saloon buses of the forty-two-seated single deck type will be employed on suburban routes during rush hours when the tramway system is overburdened.

Another interesting Karrier model is the low-load-line municipal tipper. In this the low-load-line is obtained without reduced wheel diameter, and is only 3 feet 10 inches from the ground.

The Associated Equipment Company has recently constructed for services in Singapore and elsewhere a number of motor tower wagons for the repair and maintenance of overhead tramway equipment. In one instance the extending tower reaches a maximum height of 22 feet from the ground. An iron scaling ladder is provided and the revolving platform on the top can be turned on a complete circle and securely locked in any desired position.

The Toronto Transportation Commission is responsible for

HIS 22ND YEAR.



Col. Charles Clifton remains as President of the U.S. National Automobile Chamber of Commerce, re-elected for the twenty-second time.

what is, I believe, a quite original use of a motor vehicle. A Leyland lorry has been fitted up with a special apparatus for sanding the roads, so as to assist the Commission's Leyland and other buses to maintain their service in the winter time. The body of this lorry is to all intents and purposes a huge hopper into which sand or cinders may be loaded. The contents are conveyed by gravity to a shoot through which the material is precipitated upon a revolving disc fitted with a vane, this apparatus spreading the sand over a 25 foot width of road surface.

CHEAP MOTORING.

The development of export trade in British motor vehicles depends mainly upon a process of education of the public throughout the world. As more and more people realise that durability and economy in operation are more essential than low first cost, the demand for the products of the British industry is bound to increase. For this reason, a recent test to which a 9/20 h.p. Rover car was submitted under the official observation of the R.A.C. forms a very valuable piece of propaganda. The car was selected haphazard from stock by the R.A.C. officials and the idea was to run it until £5 had been spent on petrol, lubricants, replacements and repairs. Petrol was charged at 1/8d. a gallon. Any repairs were to be charged at a half-penny a minute, with a two-shilling over-riding charge for each job. The car was loaded to represent four average passengers, for which load it has ample accommodation. The distance covered before £5 had been expended proved to be no less than 2,007 miles. The petrol consumption averaged something better than forty miles to the gallon, though the engine was brand new and had not been run in. The only thing in the nature of a replacement or repair was

the substitution of new side lamp bulbs that unfortunately burnt out. The cost of this replacement represented just about another eighty miles of running distance. Incidentally, it should be mentioned that nothing was added to the equipment of the stock car, which sells at home at the low figure of £225.

As regards long life, innumerable examples could be quoted. Quite a good one that has recently appeared in one of the British motor papers is that of a 7.9 h.p. Swift car, which has now been in use for no less than twenty years. Despite its age, its owner reports that it is absolutely reliable and that he is always sure of "getting there."

PUBLIC SERVICE VEHICLES. A certain overseas municipality has apparently found it necessary to publish a detailed explanation of its recent purchase of a fleet of foreign omnibuses.

Put shortly, the argument is that, while British machines would have been preferred had they been suitable, they are not, in fact, powerful and speedy enough for the requirements of this particular locality. In point

of fact, if it is possible to criticise recent British productions of this class, it is on the grounds that their speed capabilities are too great. It is difficult to imagine any district which could require anything more powerful and speedy than, for instance, the 60 h.p. Albion bus which last autumn made a non-stop run from Glasgow to London and back at an average speed of over thirty-three miles an hour. The demand for this particular model is very brisk.

According to "Motor Transport" the London General Omnibus Company has produced a new type of motor coach specially to fill the needs of overseas visitors who wish to see as much as possible of England. This is a very comfortable vehicle on pneumatic tyres and capable of travelling forty miles an hour.

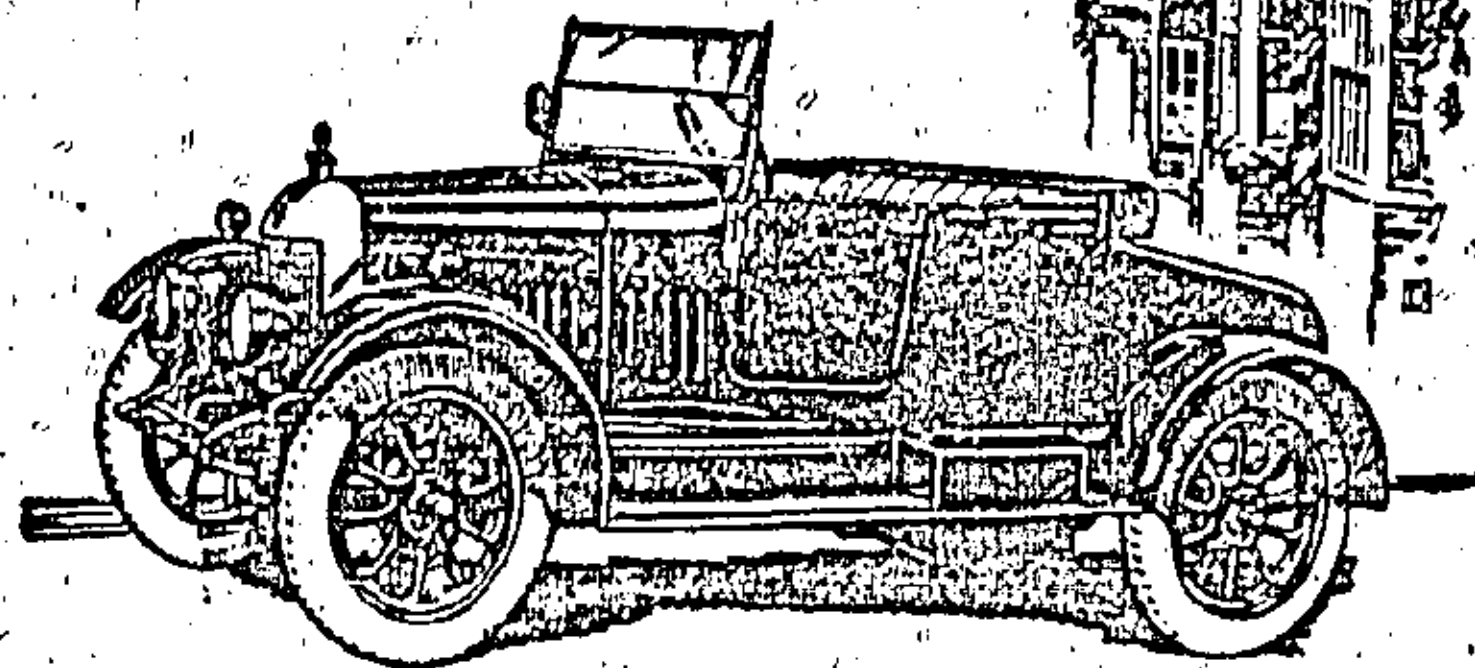
The covered-in double deck type of omnibus is making rapid progress. A very popular example is the 35 h.p. A.E.C. This is a fifty-seater with a light but strong super-structure, all the windows of which, with two exceptions, can be dropped so that

the upper deck can be made to all intents and purposes open when the weather is favourable.

A difficulty that is facing an ever-increasing number of tramway companies is that of financing the expensive operation of relaying the track that must sooner or later become necessary. In Ipswich the difficulty has been overcome by substituting electric trolley buses for tramcars. A fleet of fifteen trolley buses has just been supplied to the Corporation by Messrs. Ransomes, Sims & Jefferies, this purchase following on a very thorough test that had been previously carried out upon a limited section. The Ransomes buses have a maximum speed of about twenty-two miles an hour. The weight of the chassis is 3½ tons and the 50 horse motor provides sufficient power to take a fully laden vehicle up a long gradient of 1 in 11 at about twelve miles an hour. The bodywork is such that the bus can be operated by the driver alone without a conductor, though a conductor is carried at rush hours. The vehicles are single deckers with capacity for thirty passengers.

MORRIS Cars

REDUCED PRICES, BETTER VALUE



(BRITISH MOST POPULAR LIGHT CAR)

MODELS IN STOCK

NETT HONGKONG PRICE

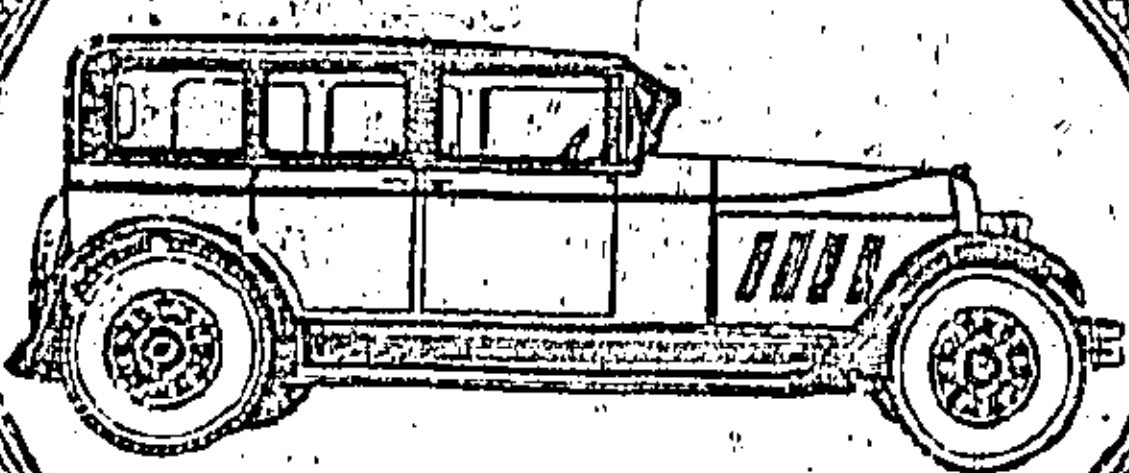
MORRIS-COWLEY	Roadster (2 SEATER-4 WHEEL DRIVE) & 4 WHEEL BRAKES	£212. 0. 0.
" "	Touring (4 SEATER-4 WHEEL BRAKES)	£234. 10. 0.
MORRIS-OXFORD	Touring (4 SEATER-4 WHEEL BRAKES)	£305. 0. 0.

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(THE HONGKONG & SHANGHAI HOTELS, LTD.)

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AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual sturdiness that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

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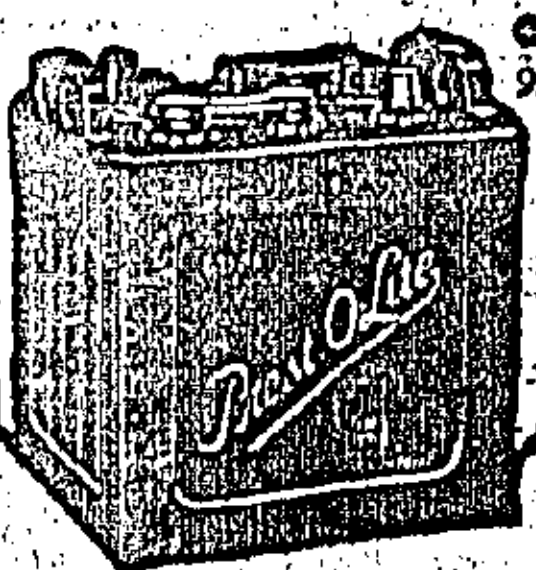
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Prest-O-Lite Storage Battery

NO one can make a battery better than the Prest-O-Lite—no one can sell you a quality battery at a lower price than we can sell you a genuine high quality, powerful Prest-O-Lite.

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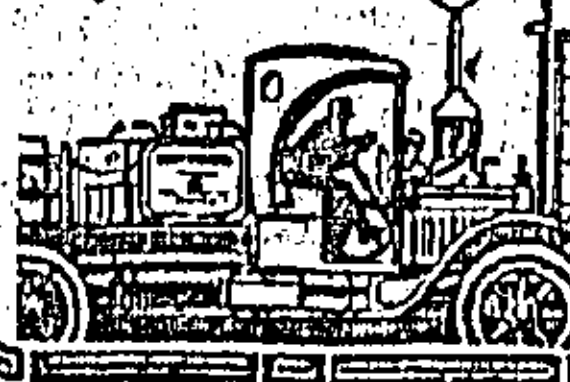
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Our stock is complete, and we offer you prompt and courteous service and right prices whether purchases are large or small.

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Firestone GUM-DIPPED BALLOONS FOR MOTORCYCLES

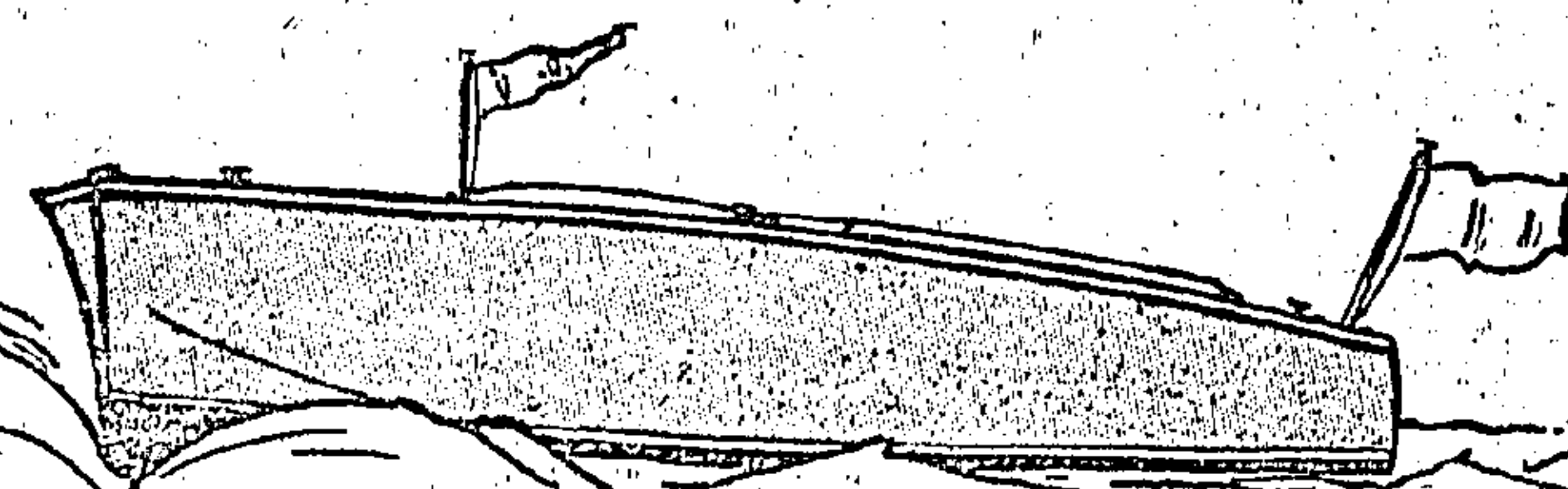
This powerful tread with built-up shoulders finds a foothold in any kind of going—up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and weather with full-size four-ply Gum-Dipped Balloons.

MOST MILES PER DOLLAR

THE DRAGON MOTOR CAR CO. LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

16 KNOTS



AILSA CRAIG FAST RUN ABOUT BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

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Sole Agents.

To Those Who Judge Quality By Price

The quality of Ford cars cannot be judged by the prices at which they are sold—because Ford prices are made possible by conditions that are absolutely unique in the automotive industry.

The price advantage which the public enjoys in purchasing Ford cars is the result of volume production, coupled with manufacturing facilities and resources that are without parallel.

From mine to market the Ford car is the work of a single organization. The Company owns and operates the mines and forests that furnish the raw materials for its products. This material is carried over Ford transportation routes, fabricated in Ford mills, manufactured in Ford plants—and the finished product is sold to the public through the Ford dealer organization.

Thus there is but a single manufacturing profit on the car.

The following statement, previously made in an advertising message, is repeated here because of its great significance to the motoring public:

"If any other manufacturer endeavored to produce a car similar to the Ford, according to the high standards of quality in material and workmanship used by the Ford Motor Company and with the same tried and proved design, it would be impossible to offer it at anything like Ford Prices. And it is well to note that even with less costly design they have not been able to meet Ford prices."

If you contemplate the purchase of a motor car, come to our salesroom and get acquainted with the greatest automobile value of all time.

Original Ford Features that Today Make for
Greatest Simplicity—Durability—Reliability

Torque Tube Drive - Dual Ignition - Simple, Dependable Lubrication
Multiple Disc-in-oil Clutch - Three Point Motor Suspension
Planetary Transmission - Thermo-Syphon Cooling

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The COUPE

H.K.\$1,475

RUNABOUT
WITH DEMOUNTS

H.K.\$905

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WITH DEMOUNTS

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TUDOR

H.K.\$1,525

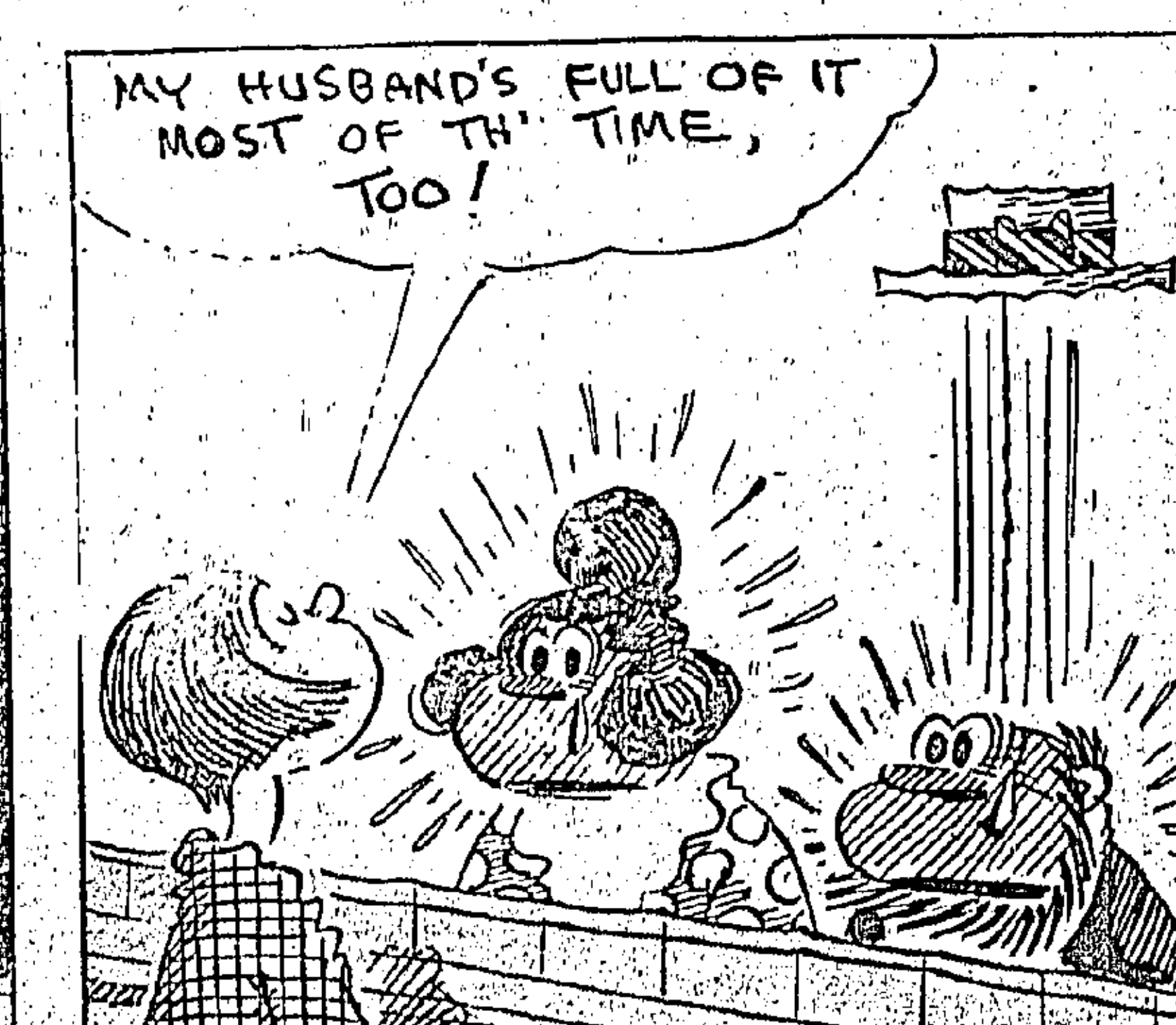
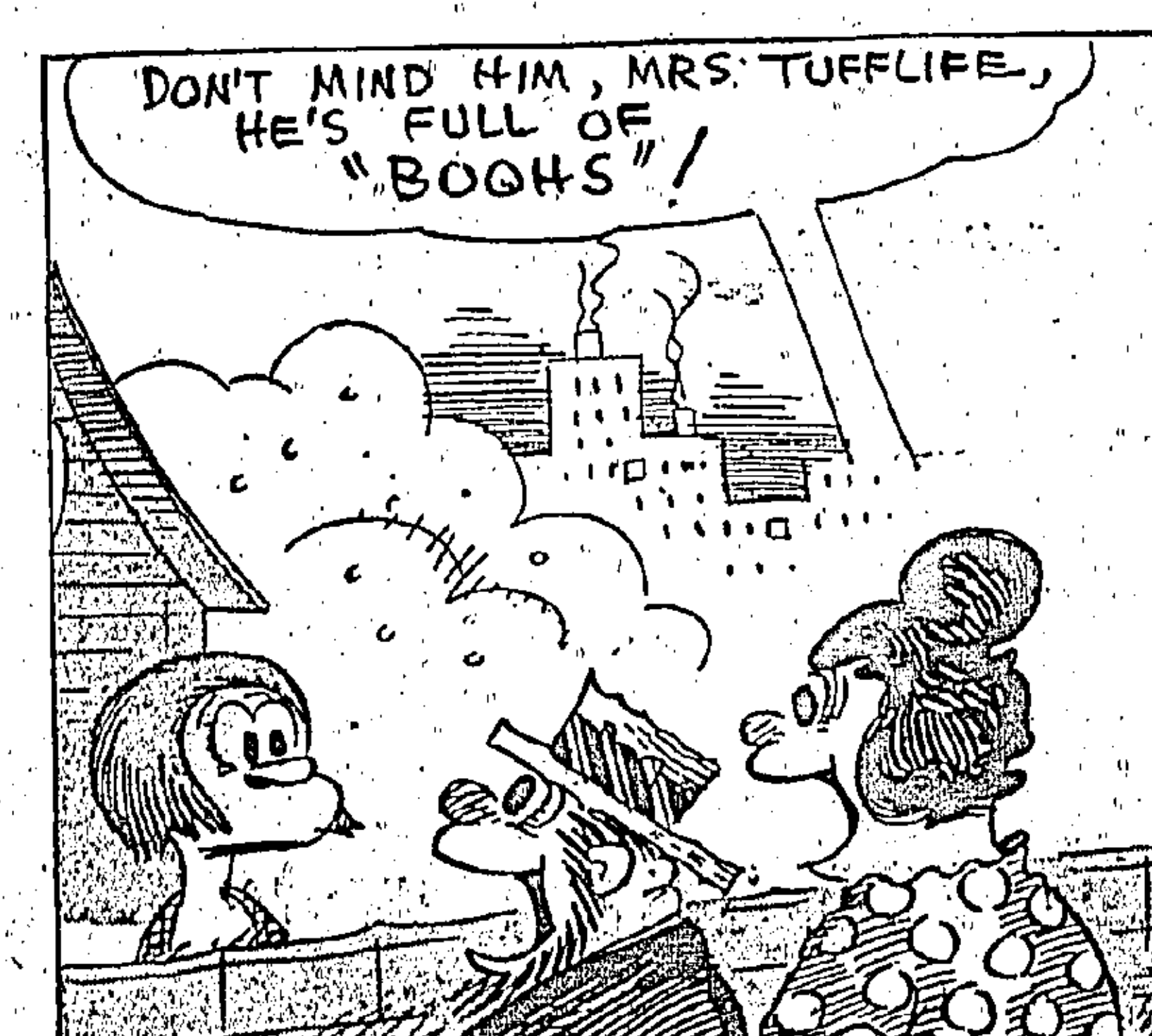
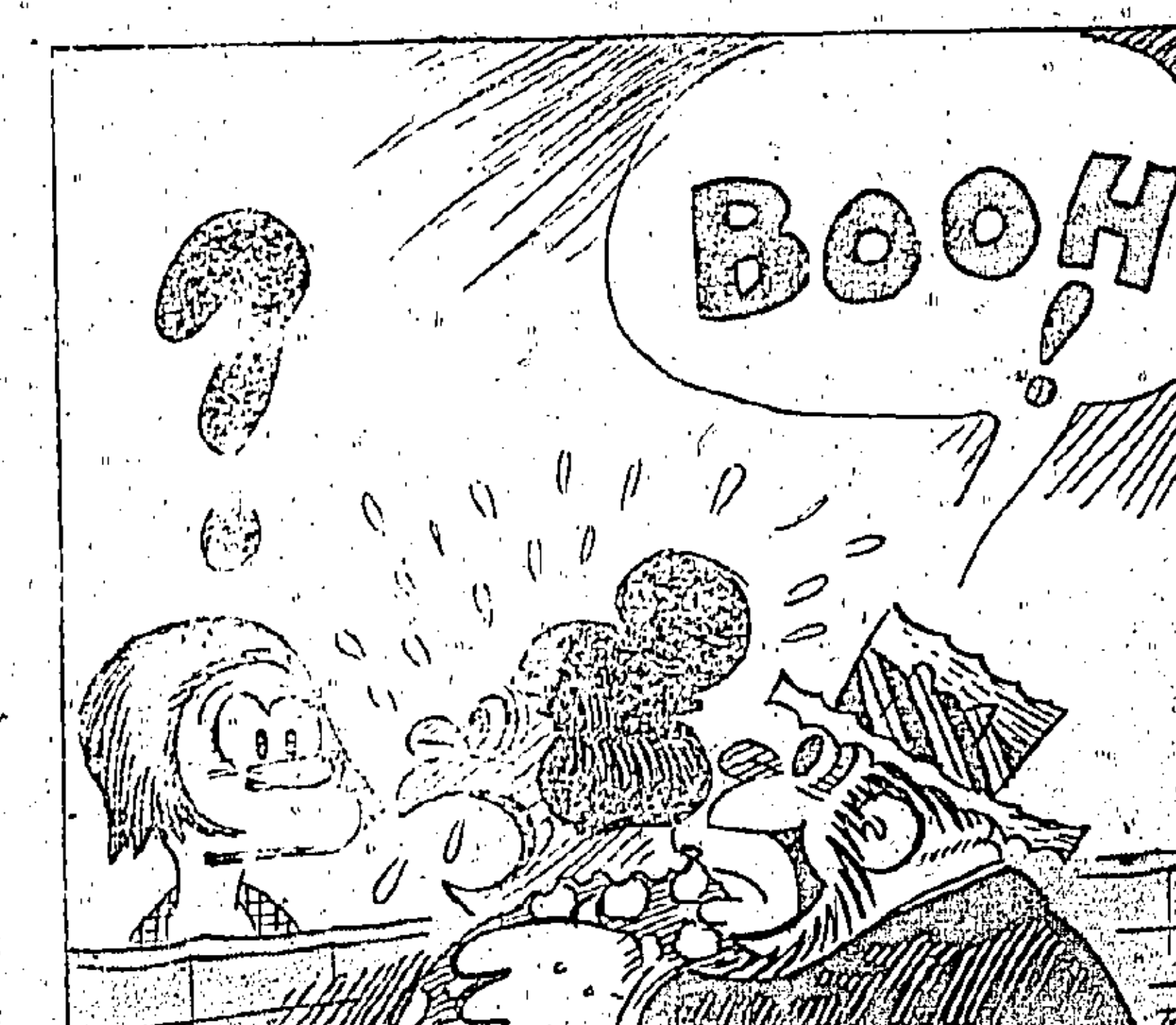
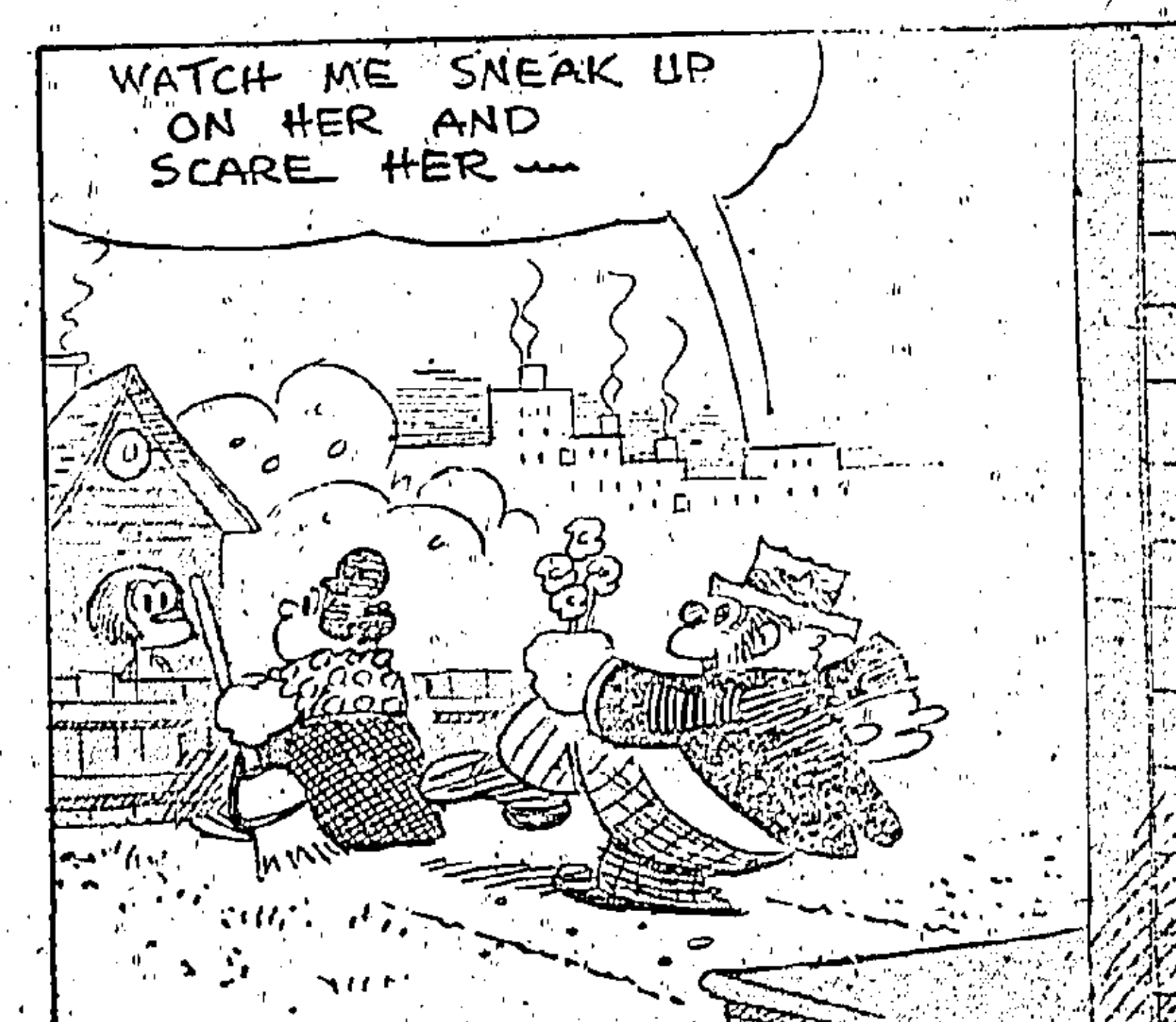
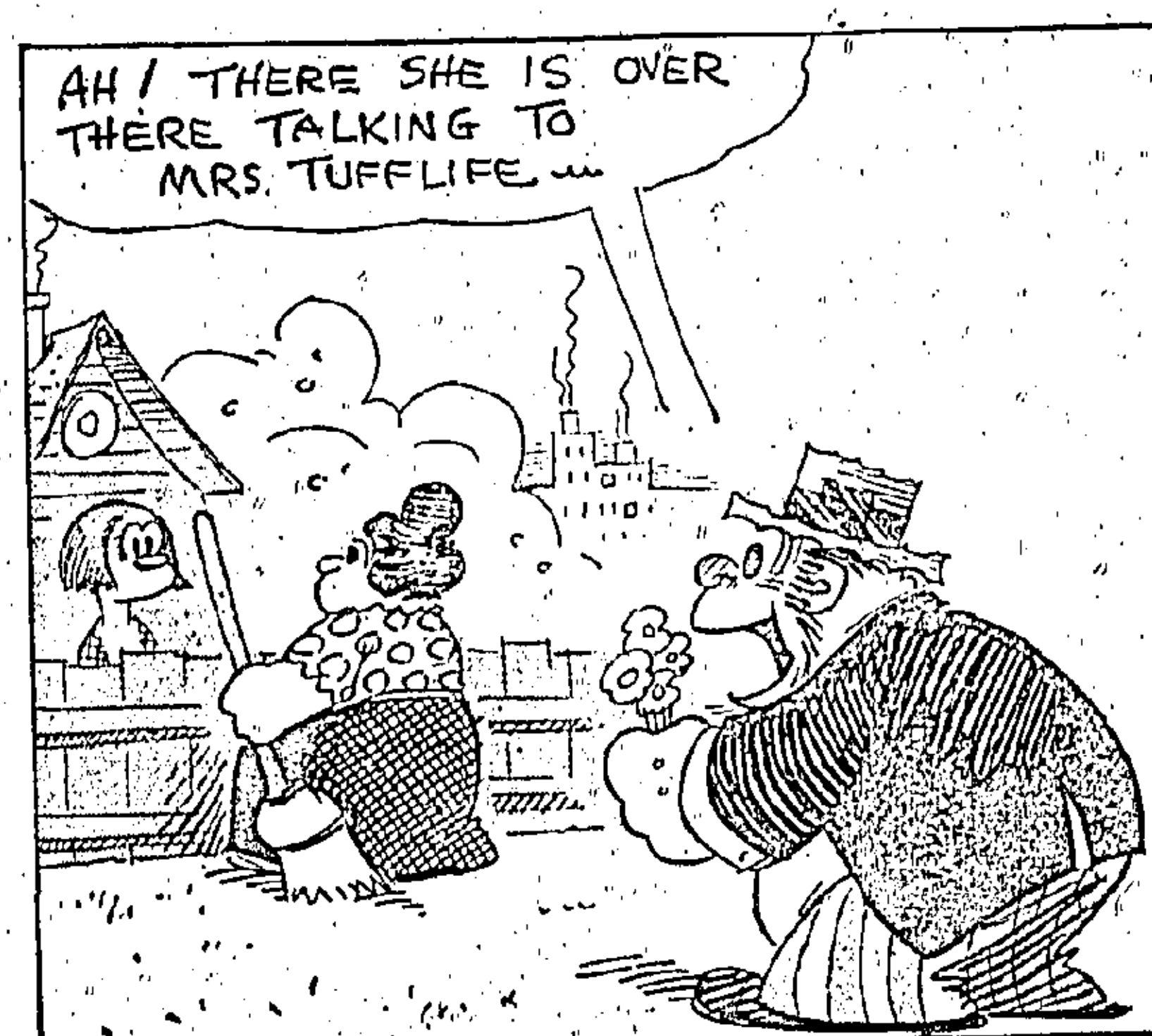
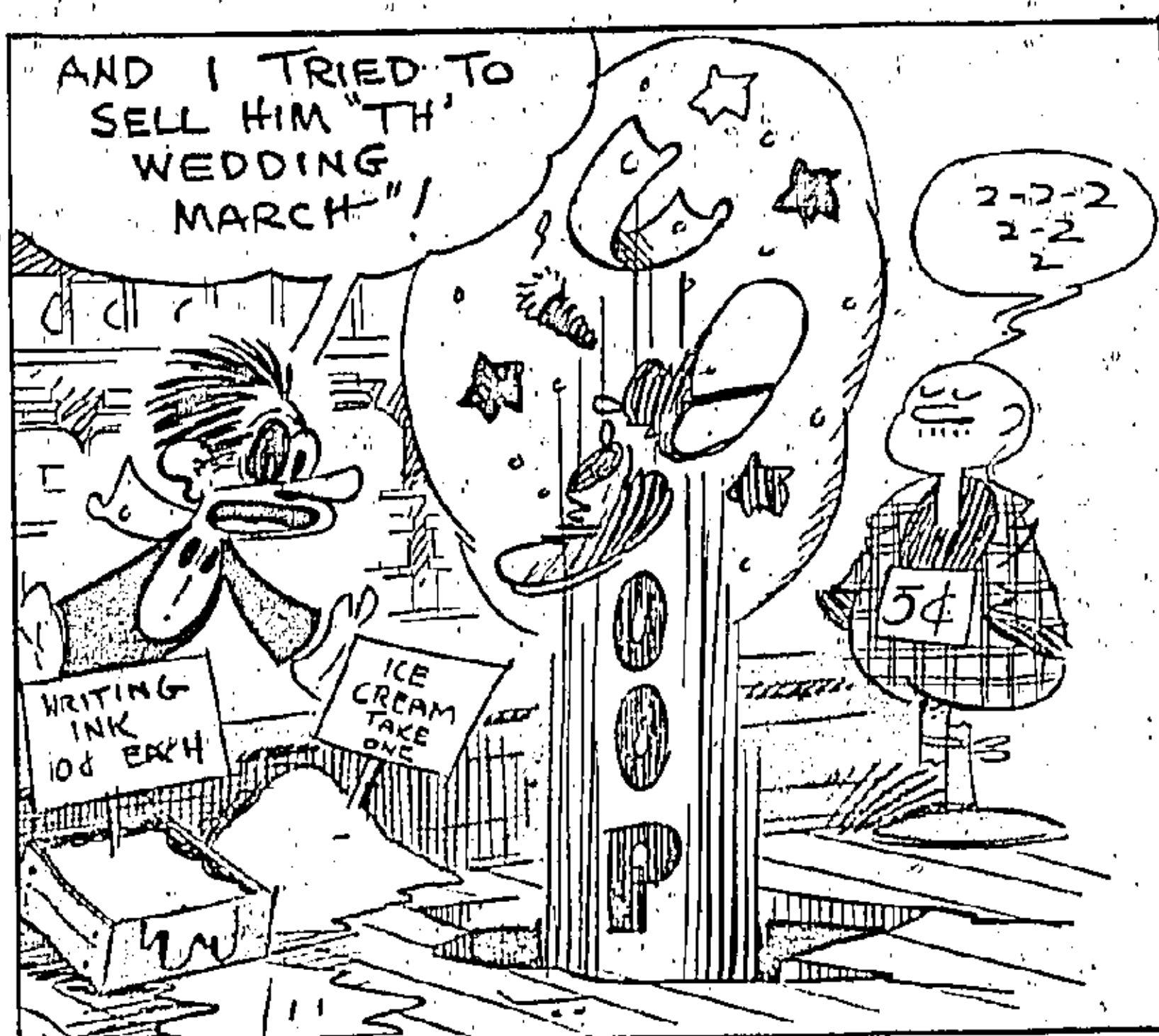
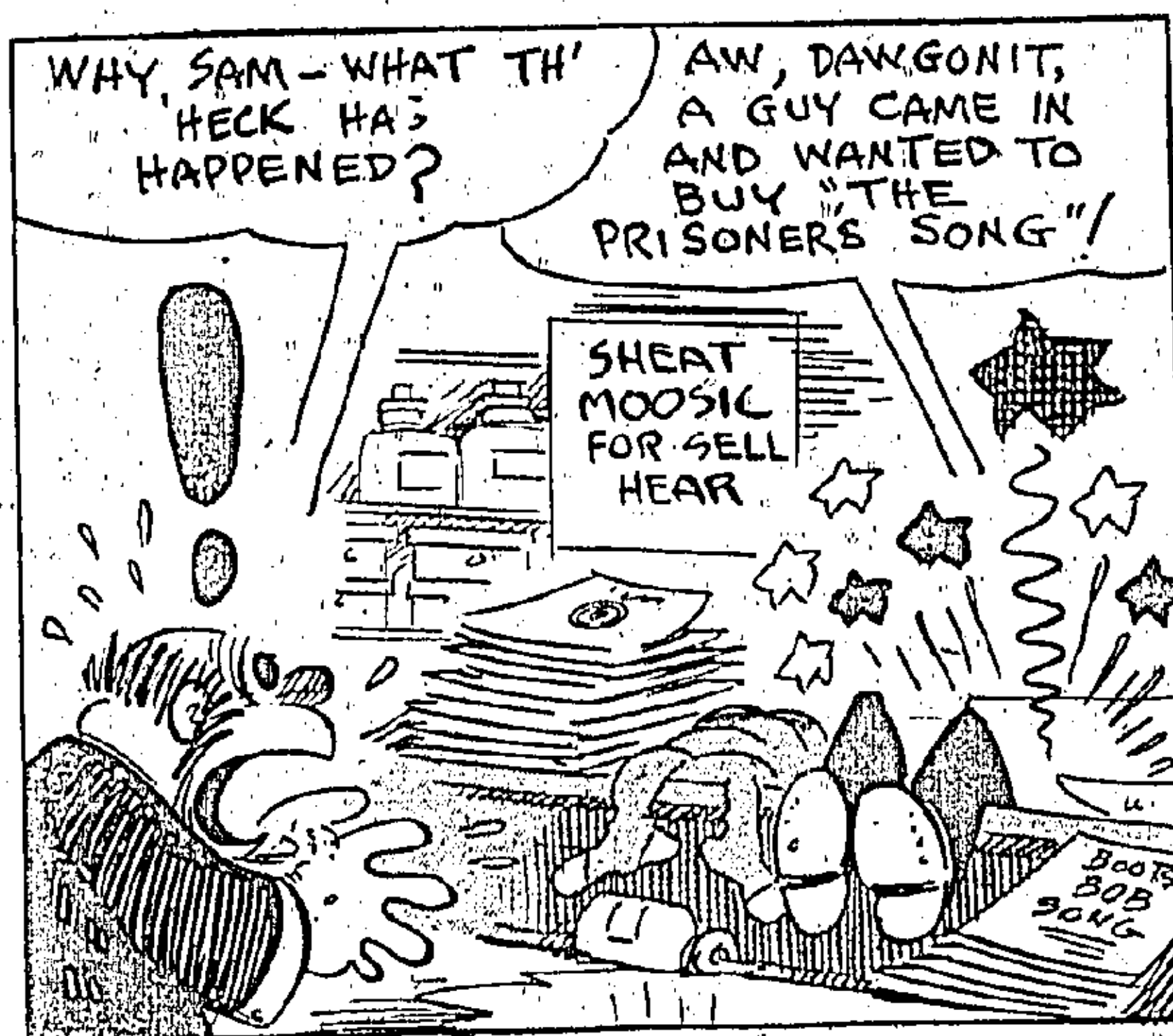
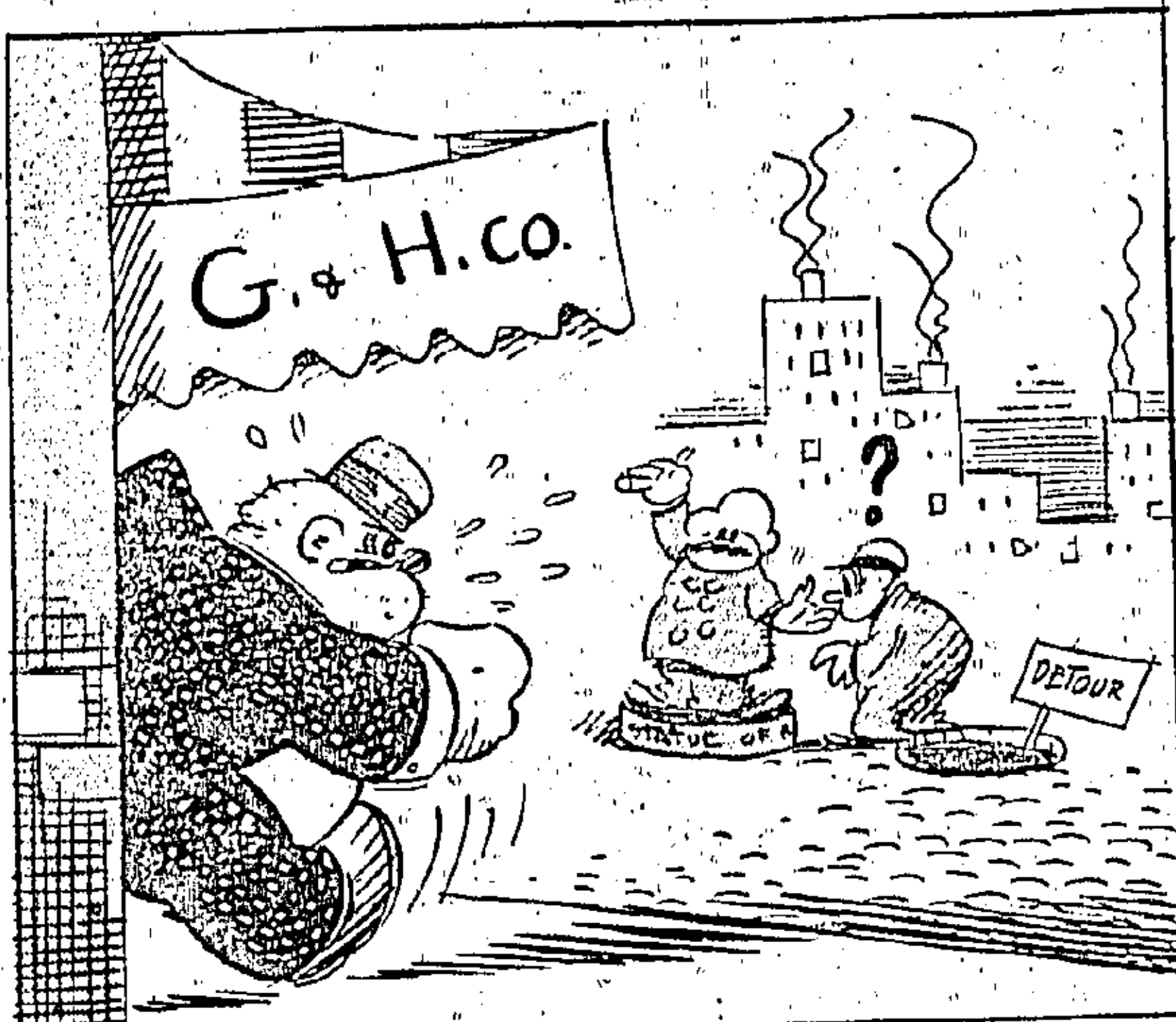
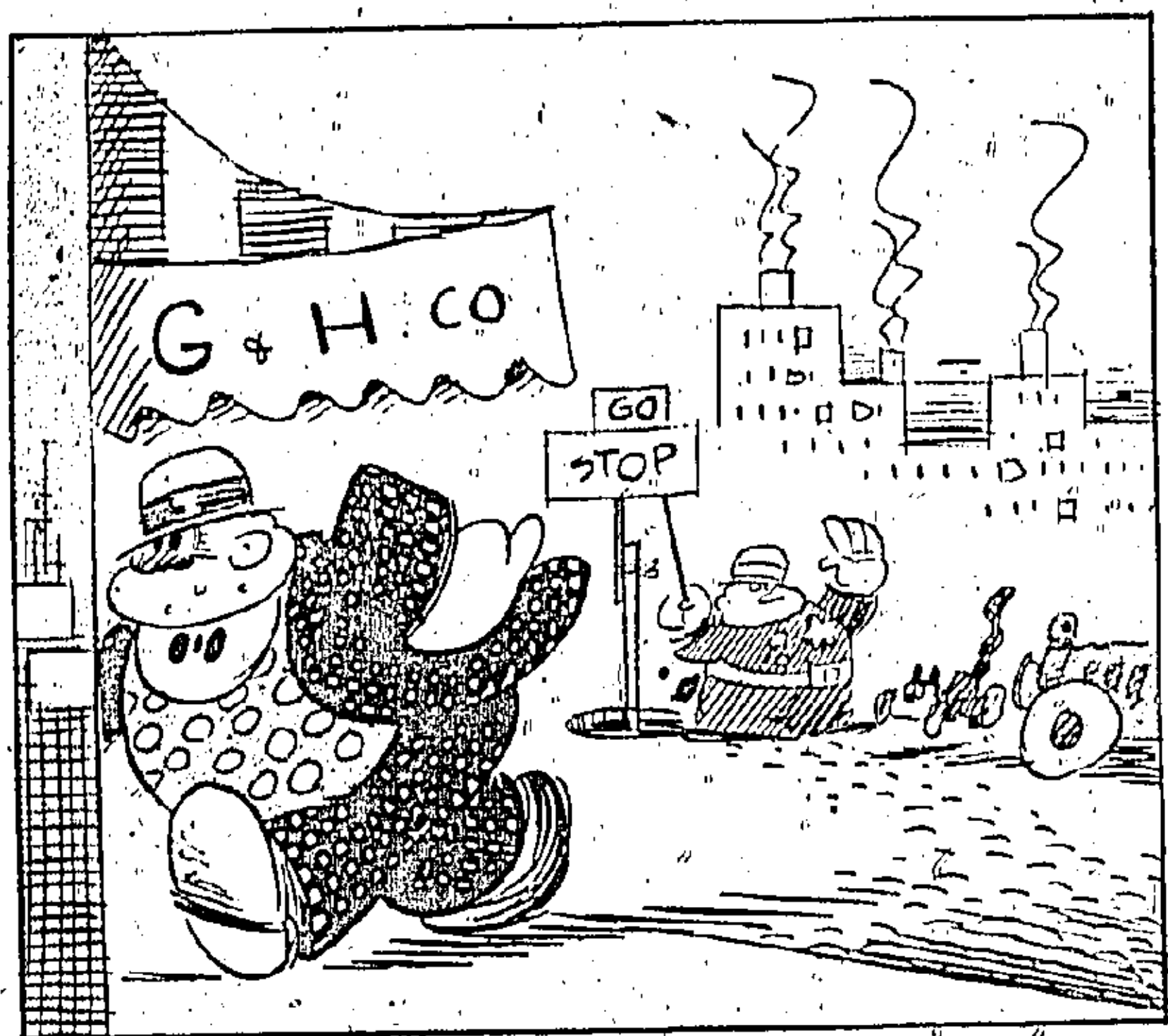
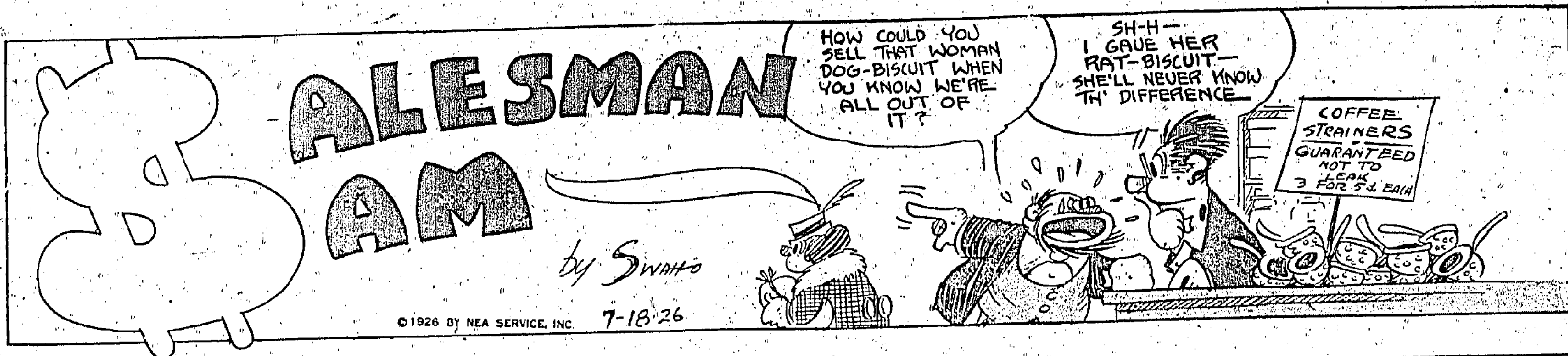
FORDOR

H.K.\$1,625

Closed car prices include starter and demountable rims. All prices for delivery in Kowloon.



"WE HAVE NEVER LOWERED THE QUALITY TO REDUCE THE PRICE"



LEPERS' FRIEND.

FR. CONRARDY'S BODY EXHUMED.

DYING WISH RESPECTED.

A most unusual ceremony was witnessed at the Roman Catholic Cathedral at 8.30 this morning, when the remains of the late Rev. Father L. L. Conrardy, formerly founder and head of the leper settlement at Sheklung, were exhumed. This was in accordance with the last wish of the deceased Father, who desired that his final resting place should be amongst those for whom he had worked and died. The remains are therefore being removed to Sheklung for re-interment.

This morning's ceremony, which was carried out with due solemnity, was performed in the presence of Bishop Valorta, the Rev. Father Desvazieres (the present head of the Sheklung leper settlement) and the Fathers of various Missions.

A wonderful work of mercy has been carried on at the Sheklung settlement for many years past, and the late Father Conrardy, who died in 1914, laid the foundations of the success of this leper colony. On our Picture Page to-day will be found some illustrations bearing on that work.

ARRIVES IN EAST.

It was in June, 1907, that there landed in Hongkong from the United States, a little old man, with a long white beard—thin and seemingly frail, but still possessed of great energy in spite of his advanced years. He came here to serve others, his fixed purpose being to give the lepers of Canton and neighbourhood the benefit of his scientific knowledge, his love and his life. To these unfortunate outcasts of humanity, he brought a ray of hope. This man was the Rev. L. L. Conrardy, who was born in Liege, Belgium, on July, 1841. He was the well-known companion and assistant of the Rev. Father Damien, who through his devotion to duty and his self-sacrifice, died a leper at Molokai, in the Hawaiian Islands. Leaving the islands as soon as the leper asylum there came under the direct control of the United States Government, Father Conrardy turned his eyes to the Far East, where he learned that there were over 20,000 lepers in the province of Kwangtung alone, with no one to care for them or to treat them in their sickness. So, without hesitation, he decided to brave all obstacles. Imbued with high confidence, he took on the work at Sheklung, and during his stay in China, he succeeded in obtaining the financial assistance required for the task.

HIS FIRST WORK.

On coming to the East, although ignorant of the Chinese language, he walked through the narrow streets and lanes of Canton, dressing wounds wherever he found victims, distributing alms and baptizing the dying. It was a novel sight and all eyes were turned on him in admiration and wonder. Every day, after Mass and a frugal breakfast, he started out, with a piece of bread and a hard-boiled egg in his pocket, for the Leper Asylum where he washed and dressed the lepers' wounds, served them with his own priestly hands, cleared away the filth in which they were living, and buried the dead. He often forgot to eat and frequently gave away his own meagre meal, returning exhausted at night to the Mission. Nothing could moderate his zeal in caring for his "brothers." One day a severe fall dislocated his shoulder, but no sooner was the bone set than, with his arm in a sling, he set to work, joking about the mishap.

COLONY STARTED.

Once familiar with the conditions of the lepers in Canton, Father Conrardy succeeded in buying part of a small island in the East (Tung Kiang) not far from the great market of Sheklung and close to the railway connecting Canton and Hongkong. Here he built a ward for men and one for women, a house for Sisters whom he expected to assist later, a little shelter for himself, and in the centre of the compound, a temporary oratory. The ground and buildings cost about \$7,500. He himself directed the whole work, and, as soon as it was com-

"HOPE."

[BY THE REV. GEO. E. ARROWSMITH, M.A.]

"We are saved by hope."—(Romans 8.24). Perhaps of all Christian virtues, "hope" is the one we value least: it seems unnecessary, surely a Christian can be a good Christian without being an optimist? We regard it as a nonessential—a good enough weapon to have in the warrior's equipment but not indispensable. How many of us think of "hope" as a duty? We pray, "Lord increase our faith." "Lord, increase our love," but do we ever put up the petition, "Lord, increase my hope in Thee?" "Very pretty, but not really necessary," we say of a man who has received a medal for bravery; we mean that the decoration does not affect his heroism one whit—it is merely a symbol that has no influence upon his character, a pleasing token to possess, no doubt, but he could get on just as well without it. Is it not in that way that most of us regard "hope"? St. Paul made no such mistake. There are three graces that abide, he writes, and he names "hope" as the second of the trio. To the Romans he says, "We are saved by hope." It is a strong statement to make, but not too strong, and many a man can corroborate it from his own experience. "There is no word more beautiful than 'hope,'" writes Stephen Clark. "It is alight with the radiance of futurity: in it murmurs a prophetic music of good times coming. Its influence upon mankind is impossible to over-estimate. As it has waxed or waned society has risen or declined." In these days of social and trade upheaval, with their resulting strikes and boycotts, we need more than ever before a spirit of calm and confident hopefulness in the ultimate triumph of good over evil.

There is a wonderful picture in the Tate Gallery which shows the interior of a fisherman's cottage. Through the window the first grey light of dawn is creeping; the sea without is a mass of foaming breakers; within, a young wife, weary with watching for her sailor-husband, has fallen on the floor, and with her head buried in her old mother's lap is sobbing broken-heartedly: a candle stuck into the neck of a bottle is guttering out: it has been sending its feeble rays into the darkness of the night—a beacon of hope to the storm-tossed mariner: but, alas, he has not returned: hence the young wife's grief. The picture is entitled "The Hopeless Dawn." It is a parable of the despair that gnaws at the heart of many a man and woman.

Perhaps we despair as we look on the world around us; so much to accomplish, but so little progress made! We see cruel antagonism, with all its attendant misery, still flourishing between class and class; we see evil flaunting itself in high places with all its old impudence: we see ugly

plotted, settled there with a few dozen lepers, to whom he was henceforth father, doctor, comforter, all.

He never thought of himself. Like the poorest of the poor, he kept no servant, cooked and re-cooked his own mess of porridge, and kept his house clean. His brother missionaries, anxious for his health, urged him to a more prudent mode of life, but he turned a deaf ear to their entreaties. His clothes were shabby and ill-fitting and invariably the gifts of the ladies of the European colony who were devoted to him in spite of his too-frank manner of expressing his ideas. Once when remarks were made about his appearance, he replied laughingly, "Don't worry about me! I am as thin as a rail and small as a dwarf, and my benefactor's clothes are too big for me."

For six years a most rigid economy enabled Father Conrardy to harbour sixty lepers annually, without touching the capital he had secured for the great work he hoped to do.

WORK GROWS.

The good name and fine work of the Sheklung Leper Asylum attracted the attention of the Provincial Government, who offered to Father Conrardy officially the care of a large asylum. Negotiations were opened and a contract made and signed by the Provincial authorities, represented by the Superintendent of Police, Mr.

stains that still besmirch our national life; and our hearts sink within us. "The Church, and all that it stands for, is making very feeble progress," we say gloomily. Yes, but, thank God, there is some progress, Christianity is not at a standstill, the Church is raising her voice, and that voice is not entirely unheeded—as, for instance, the acceptance by the miners of the equitable scheme put forward by the Bishop for the settlement of the coal strike. The advance to a better and a higher national life may be but a slow and wearied crawl, but at any rate there is motion, and where there is motion there is life, and while there is life we have every reason to hope. The more we hope the quicker will be the progress, for it is hope that inspires action.

Or is it the inherent sinfulness of human nature that fills our hearts with gloom? Does wickedness of carnal man make us despair of his final salvation? There is someone for whose moral reformation we have been ardently praying, but without seeming effect, he falls lower and lower. "Why pray more?" we ask, "His case is hopeless, he fears not God, neither does he regard man. Nothing can now save him."

In the Tate Gallery there is another wonderful picture called "Hope," in which the artist has depicted a woman, blindfolded, and sitting on the circumference of a globe, with a harp in her hands. All the strings are broken except one, but on this one she is still playing, with head bent down to catch the faint but beautiful note. Someone has well said, "If there is a devil in man, there is an angel too," and so we sadly gaze at the human wrecks around us; we should remember that there is a spark of the Divine in each, and so we may well hope on. God's master-hand can touch that one string and make the whole life resound with heavenly music.

But most of all perhaps, despondency assails us as we think of our own spiritual state: we think of the small progress we have made toward God, of the many defeats we have experienced, of the firm hold that bad habit has gained, and our hearts sink within us, "I am a weak sinner, O Lord, I am evil through and through!" so we cry. But there is only one unpardonable sin and it is called "Despair," for it is despair that throttles every good impulse at its birth.

Let "Hope" rekindle its cheery ray; within: take the wonderful promises of God, and with them wage against Giant Despondency. "Though your sins be as scarlet, they shall be white as snow," "When I am weak, then am I strong," "My grace is sufficient for thee," with these words ringing in your ears pray on, fight on, hope on.

Chan King-wan, and the Roman Catholic Mission of Canton. The mission was to receive and take care of all lepers sent by the Bureau of Hygiene of Canton to the Asylum; the Government was to build all the structures necessary to harbour the lepers only, and agreed to pay ten cents a day for each leper; the Mission reserved to itself the control of the Asylum with Father Conrardy as Superior.

Work began at once. New buildings, simple as the first ones, but much larger, were raised near those already on the grounds; dams were built as a protection against periodic inundation; a neighbouring island was purchased for the women. Their cost was \$20,000. On September 20th, 1913, the asylum received its first Government assignment of lepers, and by the end of October the colony began its normal life with 700 lepers, men and women.

NEARLY 4,000 LEPERS.

Since that time, the work of the settlement has steadily grown, so that from September 30th, 1913, to August 1st, 1926, no fewer than 1,926 men and 2,490 women, or a total of 3,370 lepers, have been admitted. And the work of mercy still continues, having grown in a manner even beyond the possibilities seen by the late Father Conrardy.

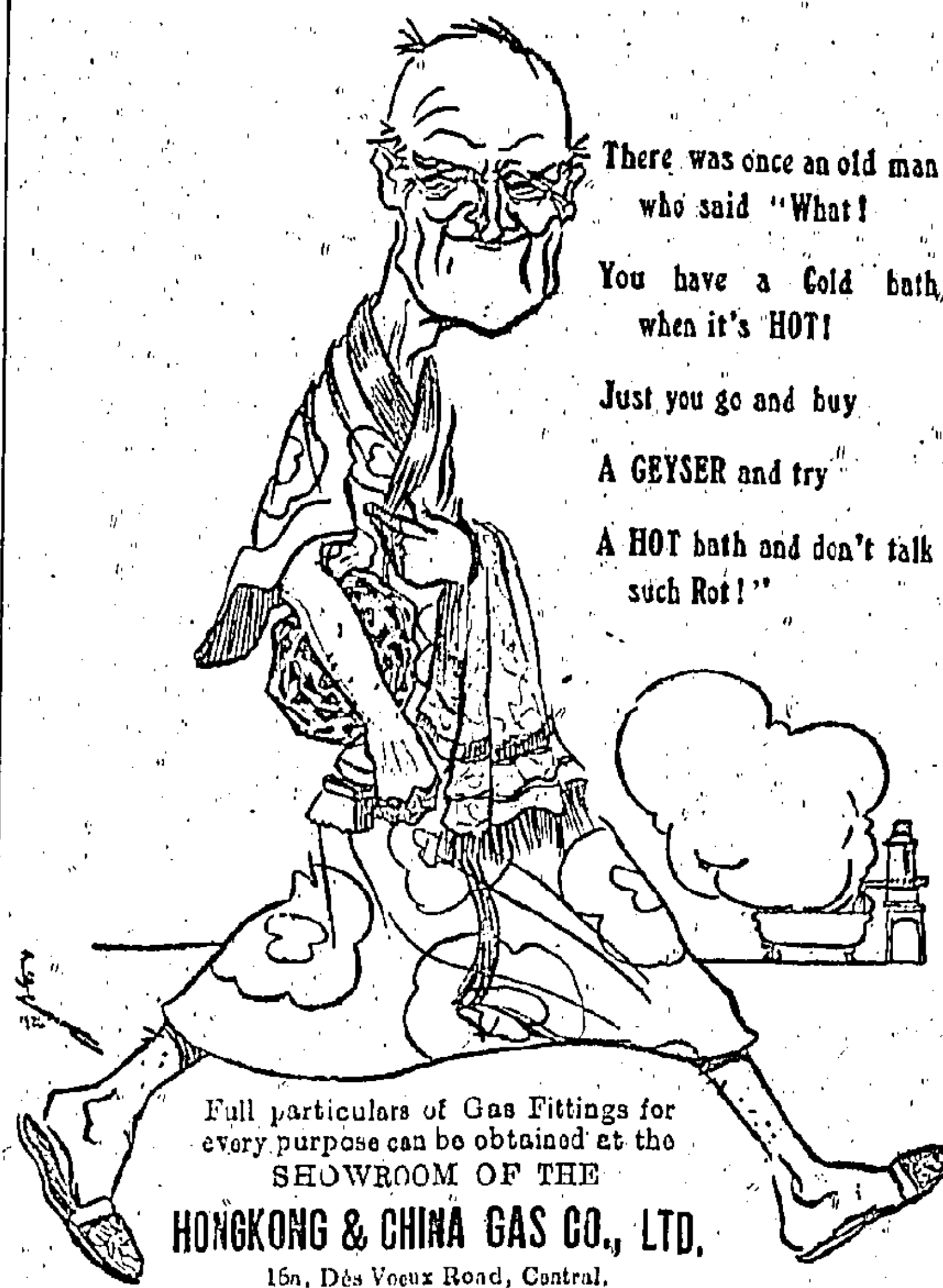
Father Conrardy did not live to see his work perfected. He had often said: "I have come to China



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BOY ESCAPE.

HAND-OVER-FIST UP EIFFEL TOWER.

Always the Eiffel Tower—springing up, as it does, from the banks of the Seine, 984 feet into the sky of Paris—has a tremendous fascination for people interested in "stunts."

A large crowd gathered on a recent day to watch a youth of 18 scale the ironwork of the first stage of the tower.

Of course, the cinema was there, and pictures were taken of the lad climbing over girders and hanging on to bolts and rivets.

The caretakers of the tower sent for the police; while the lad continued his climb.

He reached the first platform, about 200 feet high, just as the police arrived there. They had come up by way of the lift.

Then the climb was stopped, and the lad, named Rene Lasseau, repudiated.

He was quite happy—having, it appears, gained a considerable sum.

to set the work going; that gone, I shall die without seeing the crowning." He spoke truly. Spent with toil, he was unable to resist an attack of pneumonia, although he was taken to Hongkong for treatment. There he died, at the home of the Sisters of St. Paul de Chartres, on August 24, 1914, after an illness of eight days. After receiving the last Sacraments, Father Conrardy, blessed Father Desvazieres, his faithful auxiliary, and bequeathed the work to him. The only regret of the holy old priest was that he must die away from those whom he served, and his last request was that he might be buried as a leper between two lepers. It is in accordance with this dying request that to-day's exhumation took place.

GROUND THAT MUMMIFIES.

PECULIAR PROPERTIES OF ITALIAN CEMETERY.

The peasants of the Italian village of Venzona can enjoy the luxury of mummification on a par with the richest of Egyptian kings. The earth of the local cemetery contains special mummifying qualities, and was once suggested as the burial place of the Bonapartes. Permission to inter bodies in the cathedral graveyard, and in the cathedral itself, is being sought by the municipal authorities of Venzona. The mummies in the cathedral are well known, and the chief object of interest in the little sub-Alpine town.

Napoleon visited the tombs of Venzona in 1807, and at that time nominated a commission to report on the advisability of making Venzona the Imperial sepulchre. But for the fall of the Empire, it is probable that the cathedral of Venzona would have become the Westminster Abbey of the Bonapartes. Experiments have shown that a little over a year in the ground of the church suffices to mummify a corpse completely. There are more than twenty mummies in the state of preservation. Several explanations of the phenomenon have been advanced, but the most credible is that put forward by Professors P. Zecchini and A. G. Parì, of Padua, in 1861. According to them, the earth of the tombs lends itself to the generation of a hydropyric-carbonate gas, which, affecting the bodies, envelope them in a parastic mould called "Nipha Bombicina" that absorbs the humors of the body and produces mummification.—British United Press.

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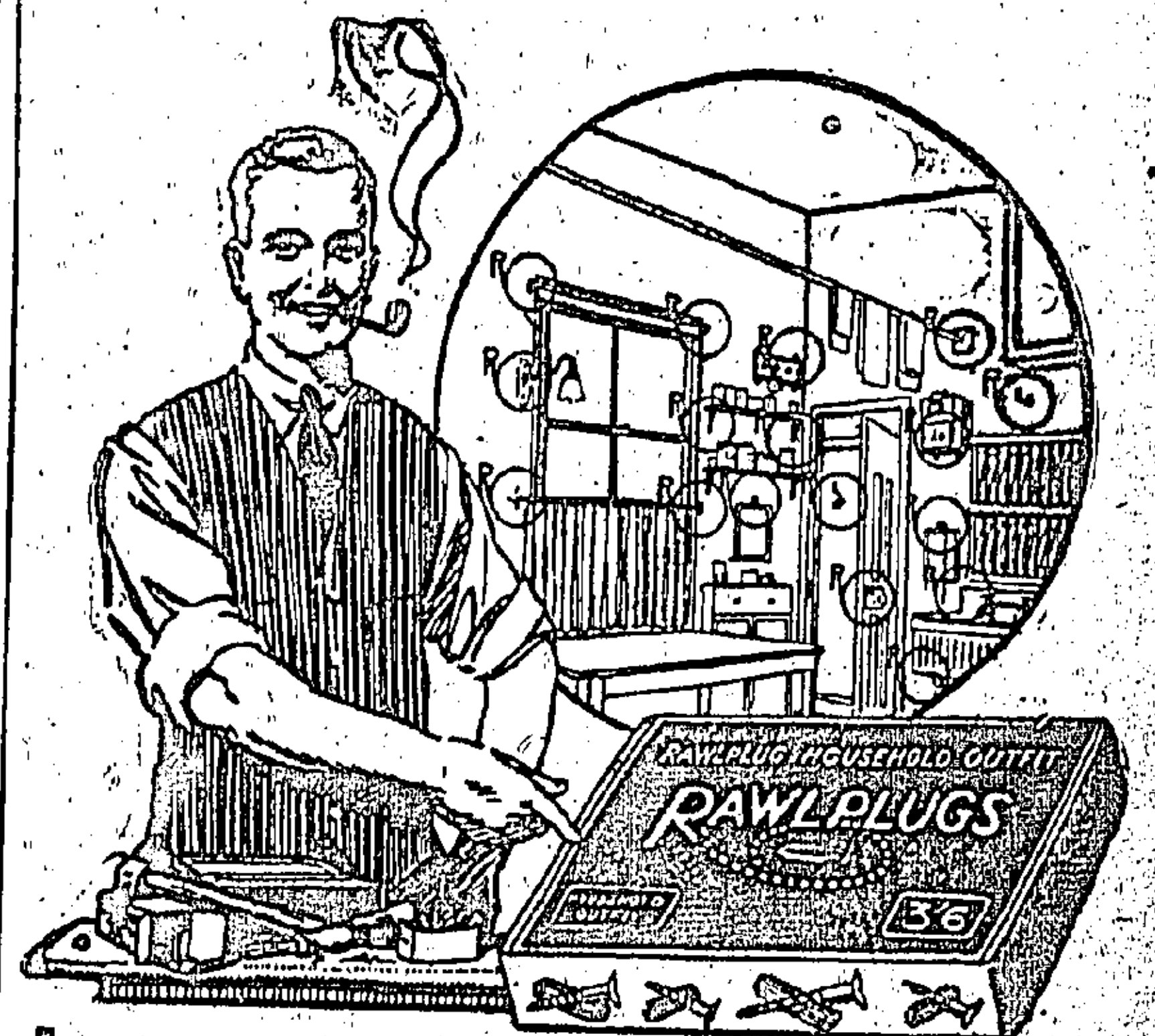
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INDIAN AFFAIRS.

ADVICE TO RULER OF HYDERABAD.

London, Aug. 6. Sensational messages from India to the effect that the Government of India had sent an ultimatum to the Nizam of Hyderabad regarding the condition of affairs in Hyderabad, are rebutted by a Delhi message. It appears the Government of India recently tendered friendly advice in connection with improvement and modernising some aspects of the administration. It is emphasised that no exceptional situation has arisen. —Reuter.

PROPERTY SALE.

HOUSES IN BATTERY STREET CHANGE HANDS.

At the China Auction Room yesterday afternoon, Mr. E. V. M. R. de Sousa sold by public auction Nos. 123 and 125, Battery Street, Yumant for \$16,200, the new owner being Mr. Shiu Yat-him.

Situated on Inland Lot No. 1950, the property has an area of about 1,480 square feet, with an annual crown rent of \$20.

The upset price was \$12,000, bids of \$200 being acceptable. The bids were later reduced to \$100 each and at \$16,200 the property changed hands.

FRANCE & GERMANY.

TWO COMMERCIAL AGREEMENTS.

Paris, Aug. 6. Two Franco-German economic agreements have been signed, the first being a provisional commercial treaty, and the second governing the customs regime in the Saar, aiming at stimulation of trade.

The newspapers regard these agreements as a great step in the Franco-German rapprochement. —Reuter.

HEALING WITH LARD.

SPANISH MIRACLE WORKER'S POWERS.

The miracle-working priest of Naples, whose curious story was recently related, has found a companion in Gaudencia Beltran, the Spanish peasant of Bujaraloz, near Saragossa, who has been arousing considerable interest in the country on account of his alleged "miraculous" cures. Instead of referring his patients to the original dust as is the procedure of his Italian confrere, Don Guadencia prescribes the fat of the basest of animals. It appears from numerous reports that many remarkable cures of various maladies, and particularly of paralysis, have been effected through his instrumentality.

Don Guadencia disclaims all credit for his performances, maintaining simply that he has received a message from God to heal his fellow-creatures. His story, as related by himself, is curious. On January 19 last he returned from his labours unusually fatigued and could not sleep. In the night his room was suddenly illuminated by a light much brighter than the sun. Gradually the form of St. Antonio materialised and stood by the peasant's bed; at the same time Don Guadencia saw God with the eyes of his soul.

St. Antonio told the peasant that he had a message from God: Don Guadencia was to receive the special grace and power of being able to heal the sick and infirm, since he had duly honoured the Sabbath Day and kept it holy. As a sign of the mission entrusted to the simple peasant St. Antonio stamped the sign of the Cross in the palm of Don Guadencia's right hand and the form of a heart on his breast.

Whatever the cause, this much seems well established: cures have actually been effected. Moreover, Don Guadencia has been examined by qualified but sceptical persons, who aver that the peasant certainly bears the sign of the Cross on his hand and the form of a heart on his breast. Medical experts from the Medical College at Saragossa have also interviewed Don Guadencia, and recommend his removal from the village, since, in their opinion, he is suffering from religious mania. This report has aroused some indignation amongst those who have been healed, and others who equally believe in the peasant's strange powers.

THE REST CURE.

BATS IN THE BELFRY.

Letter from Mr. Betram Jalap, at Bradwyck Farm, Little Mudford, paying guest, for whom a rest cure has been prescribed, to his wife in Hornsey:—

Monday.

Dearest Maria,—
I've fulfilled your hopes to the letter. When the train reached Market Waldron I had some lunch at a delightful old inn called "The Queen of England," and then called on the house agents, Messrs. Trudge and Buffle. They sent one of their young men with me in a car, and we drove six miles to this place, Bradwyck Farm. It is right on the edge of the marshes, an Elizabethan house, with a porch covered in roses and honeysuckle and a lovely little wood near by, all very peaceful and pleasant. The owner is a Mrs. Drinkwater, a widow. She farms with her two sons. I'm to pay two guineas a week, everything found, and the house agents say I'll enjoy real home comfort. In a quiet place like this my nerves must get right, it seems ideal for a rest cure. They say the nightingale nests in the garden. I hope to stay the full month. Love to the children.

BERTRAM.

The same to the same. Tuesday.
Dearest Maria,—
I send you a few lines in time for post. I didn't have a very good night. In the first place there are bats in the roof and they come into the bedroom through the holes in the ceiling to get out of the window. I didn't know what they were, and Mrs. Drinkwater was a little vexed because I called out. "Birds seem to sing all night here, nightingales, blackbirds, cuckoos, and what not. I've often read about them in books, but I never realised how disagreeable they can be when you want to go to sleep. They've even a cuckoo clock here. I heard it regularly till it struck two, and when the cocks began to crow it was striking four.

Love to the children. BERTRAM.
The same to the same. Thursday.
Dearest Maria,—
I had rather a bad night. I heard a strange rumbling noise in my room and turned on my electric torch, the candle gives such a little light. A huge grey rat jumped on to the washstand from the dressing table where I'd left some biscuits and was through the window in an instant. I think the yard dog must have seen it, he barked for an hour on end. I had to close the window after that, but there was hardly enough air to sleep by. When I told Mrs. Drinkwater she said rats climb up the ivy sometimes.

The family were up long before five o'clock this morning because hay-making started and something was wrong with one of the machines. They started to hit it with a hammer just under my window. After breakfast I fell asleep by the side of the pond. I didn't know that mosquitoes breed there. You'd think I had something catching. Mrs. Drinkwater has told one of the boys to nail wire netting over my window as I say I must have air.

Love to the children. BERTRAM.
The same to the same. Friday.

Dearest Maria,—
There were no rats last night, though they forgot the wire netting, but the house dog howled and moaned from mid-night to day-break. I hardly like to mention these things, but one of the Drinkwater boys explained over the breakfast table that there is some lady dog in the neighbourhood and that Dash wanted to visit her. His mother seemed to find nothing indelicate in the statement.

I asked if there is anywhere for a man to sleep in the sunshine without being stung or bitten, and they fixed up a hammock in the orchard. I may have slept half an hour before a wretched cow began to bleat, or whatever it is she does, just over the hedge, and woke me with a horrid start. Ted Drinkwater explained that her calf had been taken away. He has put wire over the window at last.

Love to the children. BERTRAM.
The same to the same. Saturday.

Telegram.
Jalap, "Hornsey 18888." Awful night, bats couldn't get out, house six o'clock.

BERTRAM.
—S.L. Bonasuan in M. Post.

Canton, Ohio, July 16.—Don R. Mellett, publisher of the *Daily News*, was shot and killed last night while placing his automobile in the garage. It is believed he was murdered as a result of his campaign in the *Daily News* against gamblers. The *Daily News* is owned by James M. Cox, Democratic candidate for president in 1920.

NEW CHURCH APPEAL COURT.

REPORT OF ECCLESIASTICAL COMMISSION.

Some important recommendations are contained in the report of the Ecclesiastical Courts Commission, which is to be submitted to the summer session of the Church Assembly by the Archbishop of York, the chairman of the Commission. The Commission was set up in 1923 "to consider the question of reconstituting the Diocesan and Provincial Courts and the Court of Final Appeal with a view to preparing a measure for the consideration of the Assembly."

With regard to the Diocesan Courts the Commission recommend that the chancellor, as representing the Bishop, should be the judge of the Court, though the Bishop may sit as judge in lieu of the Chancellor. In every case involving discretion, whether as regards the observance of a rubric, or the granting of a faculty, it is recommended that the Chancellor should be at liberty to refer any question to the Bishop whose ruling shall be binding on the Chancellor.

As regards the Provincial Courts the Commission recommend that, like the Bishop in the Diocesan Court, the Archbishop should have the right in all cases to decide whether, he himself, or the official as his delegate, shall sit as judge of the Court of the province. In all cases an appeal should lie from the Provincial Court to the Final Court of Appeal.

New Final Court of Appeal.

Agreeing that the present Final Court of Appeal does not command the confidence of the Church, the Commission suggest that the new Final Court should be called the Court of Appeal to the Crown, expressing the opinion that it is "very desirable and important that the constitution of any court of final appeal should receive in the fullest and most formal manner possible the consent and approval of the Church." They do not think that the principle of Royal Supremacy involves that in cases of heresy, ritual, or ceremonial the Crown Court should determine what is or is not the doctrine or use of the Church. They accordingly recommend that "where in an appeal before the final court the question arises what the doctrine, discipline, or use of the Church of England is, such question shall be referred to an assembly of the archbishops and bishops of both provinces, who shall be entitled to call in such advice as they may think fit; and that the opinion of the majority of such assembly of the archbishops and bishops with regard to any question so submitted to them shall be binding on the court as to what the doctrine, discipline, or use of the Church of England is. The Court having taken such opinion into their consideration, together with any relevant Acts of Parliament, shall pronounce what in the particular case ought to be decided in order that justice may be done. For the purpose of this paragraph the expression 'Acts of Parliament' does not include the Book of Common Prayer or the Thirty-nine Articles."

It is recommended that the Court of Appeal to the Crown should be a permanent body of lay judges appointed by the Crown, consisting of past or present Lords of Appeal in Ordinary, members of the Judicial Committee of the Privy Council, or judges of the Supreme Court of Judicature, and also of other persons learned in ecclesiastical law, and that the number summoned for each case should not be less than five, who should be summoned by the Lord Chancellor in rotation. Each member of the Court should, before entering on his office, sign a declaration that he is a member of the Church as by law established.

The Commission recommend that before legislative effect be given to these and other proposals regarding the powers and constitution of the Court, the consent and authority of the Church, given through the Church Assembly and the Conventions, should be obtained.

The Bishop's Veto.

With reference to the discretion conferred upon bishops to sanction or forbid the prosecution of suits in the courts the Commission recommend:—

(a) That the bishop's veto retained permanently in the case of charge of immoral conduct brought against the clergy, having regard to the risk of malicious prosecution to which a clergyman in the performance



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of his duties is peculiarly exposed. Prayer Book, or otherwise, the posed. meet which it was intended to (b) That it be retained in other cases where it at present exists, but only until through isolation abolishing or restricting the operation of the proposed the bishop's veto some safeguards system of courts, and the must be provided against frivolous suits of the revision of the one and vexatious suits.

ASK FOR NESTLÉ'S CHOCOLATE

WOMEN'S INTERESTS

ASK FOR NESTLÉ'S CHOCOLATE

BEAUTY OF THE FEET.

An expert on dancing gives the following advice:—

"When the feet ache, a lengthwise massage might be tried. Rub the foot up and down, the leg to and from the knee. Never use a circular motion round the foot and ankle."

"Last and important—keep the body's weight down to prevent fallen arches. Thick hips and undue flesh may be caused by aching feet which refuse exercise. And undue flesh and thick hips will often cause painful feet and fallen arches. Don't expect your feet to carry more than their share of weight."

"Reduce, and then go walking. For, when all is said and done, walking is the very best exercise for the body in general and also for the feet."



The square neck gives an unusual effect to this taffeta frock that breathes of youth in every soft tulle ruffle and every velvet streamer. Pale yellow it is, with just the accent of black in the ribbons for charming contrast and the daintiest of pink silk buds for trimming.

WINES AND HEALTH.

Wines when judiciously used, are of distinct value as medicine, but they should always be taken with food, and preferably late in the day.

Each wine has its specific use and value as a medicine.

Sherry is a rule, too alcoholic for the sick. It is, however, extremely useful for making wine why, and for use with soda water in cases of sickness when champagne is ordered, but is too expensive.

Maderia is the wine most likely to cause gout, and for that reason should be avoided by persons with any gouty tendency.

Port is also a gouty wine, but it has distinct uses. It is an excellent tonic and enriches the blood. Also it is an astringent.

Claret is the only wine that can be taken safely by gouty people.

Burgundy is less astringent than port, but a glass taken with meals certainly aids digestion.

The Sauternes are very useful in convalescence, and may be taken alternately with claret in cases of malnutrition. They are also of especial value in anaemia. This fact is too little known.

Light wines, such as Moselle and hock, are best for brain-workers who need a digestive stimulant.

Champagne is undoubtedly a rapid stimulant, and is of great value in some acute diseases when quick action is needed, especially when the digestive processes are slow. For the gouty or diabetic individual it is a wicked drink. Those suffering from diabetes should drink claret, hock, or dry sherry if anything.

Red wines are always more tonic than white, and are a more permanent stimulant to the nerves, the muscles, and digestive organs. Their action is slower, and they are not eliminated so quickly as white wines.

WISDOM FOR THE LOVELORN.

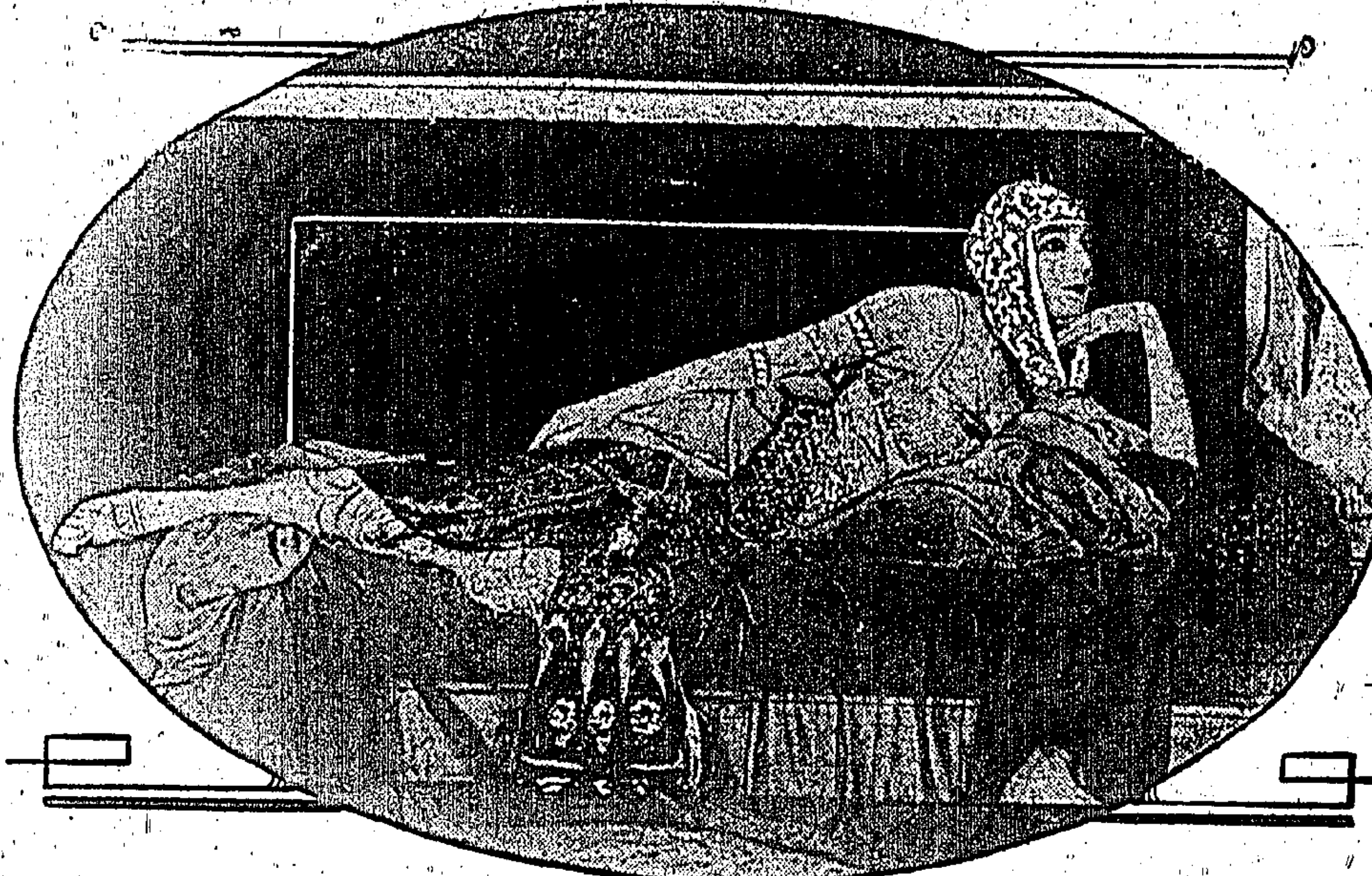
When a man is first married, he sees no use for heaven. After a time he sees no use for any other place—Socrates.

Marry for love, not for money. But if she was money try hard to love her—Count Boni.

'Tis better to have loved and lost than to marry and be bossed.

A married man has cares, but a bachelor has no pleasures—Dr. Johnson.

The best man at a wedding is the one who doesn't get married—Aaron Hill.



Miss Ida Rubenstein is packing a theatre in Paris with this and sundry other poses. One of Miss Rubenstein's most important roles is "The Martyrdom of St. Sebastian."

SUMMER WRAPS.

While shawls are very much worn, embroidered crepe de Chine ones have not been so noticeable lately—or, indeed, so many of crepe de Chine at all. The newest ones are often huge squares of brocade or lame, bordered with deep metal fringe, or—and this is even newer—chiffon in two colours, the border being a contrast to the centre. If a shawl is of plain chiffon in one colour, then it is heavily embroidered with raffle in vivid tones.

For midsummer evenings, beautiful tulle shawls are the latest thing in wraps. They are in shaded colours—from pale pink to deep rose, for instance, with a border of deep rose lace—and they are very lovely, even if they don't, perhaps, do very much actual wrapping!

A new evening cloak of gold lame was remarkable for its fascinating sleeves. These were made loose, and immensely long, and then drawn up to the right length by about six inches of very tight gauging just above the top of the wide cuff. This showed the gold chiffon lining, and left the underpart of the sleeve very full, which was very effective and successful.

WHAT IS VANITY?

There is no vanity in making the best of ourselves.

There is no vanity in the desire to please others in our appearance.

There is no vanity in the love of the beautiful or in its cultivation.

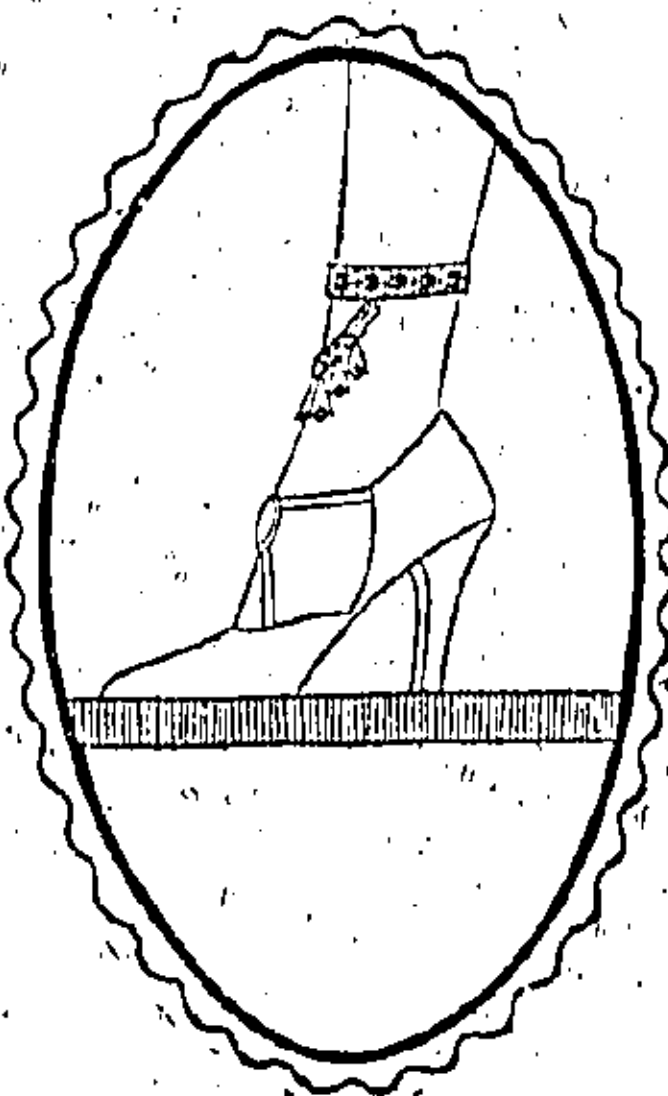
There is no vanity in seeking to obtain and preserve the most desirable form, colour and grace in human body and face; it is an entirely worthy desire.

There is no vanity in a wife's striving by art to recover or to retain the affections of her husband.

There is no vanity in an unmarried woman's desire to obtain that attention and courtesy, the want of which gives her many unhappy moments.

There is no vanity in every woman who strives to look her best.

Vanity? Vanity? What is Vanity?



The new version of the anklet is ornately jewelled and worn on the outside of the stocking.

REMOVING TRACES OF FATIGUE.

Many women come home from the office or a day's shopping feeling and looking about ten years older than they really are. On each of these occasions, as a rule, they have an engagement for which they wish to look their best.

The temptation is to stay at home rather than go, looking and feeling such a wreck. There is, however, no necessity to do this.

Here is a remedy for both the look and the feeling. First take a hot bath, and lie down and rest for half an hour before partaking of a meal. This is essential to the digestion as it is to the removal of the tired feeling.

Then cleanse the face and throat thoroughly with your usual face cream, after which thorough-

ly remove it. Then apply rather thickly, a paste made of fuller's earth—such as is used in the nursery—and water, spreading it up to the hair line and using particular care in covering the regions about the eyes and mouth, where the deepest lines of fatigue gather. Leave the paste on while it dries, the longer the better for your purpose. Endure the slightly drawn feeling until you think you can't endure it for another moment and then endure it for a few moments more. This in all, should take about a quarter of an hour. Wash off with warm water.

The result? The most delicately fresh complexion imaginable; every line, every suggestion of fatigue put to flight. Of course, the effect is not permanent but for a single evening duration this method of rolling the years away cannot be surpassed.

OF INTEREST.

A very attractive pink chiffon frock is very simply made and trimmed only with a corsage of rhinestones—a bow effect and long fringe of the brilliants.

Wide metallic ribbon with gold and silver threads interwoven to form a pattern, is liked for sashes and for trimmings for evening gowns.



The jacket is separate lace sleeves and all, to this bolero frock. The frock beneath is very short of sleeve and trimmed with bands of lace and embroidered organza. Pleated over apron of the skirt ties with a very gaily plaided bow at the back.

THIS WEEK'S RECIPE.

TWENTY DELECTABLE SANDWICHES.

1. White bread, buttered, Swiss cheese and mustard.
2. White bread, cream cheese and orange marmalade.
3. White bread, pimiento cheese and chopped nuts.
4. White bread buttered, chopped dates, figs and raisins moistened with lemon juice.
5. Gingerbread, cut thin and buttered and filled with cream cheese.
6. White bread, buttered, filled with chicken, minced, and chopped celery.
7. White bread buttered, filled with minced chicken, pimiento and mayonnaise.
8. White bread, buttered, filled with minced or thin sliced ham and mustard.
9. White bread, buttered, filled with chopped hard boiled eggs and mayonnaise.
10. White bread, buttered, filled with chopped celery and nuts.
11. Toasted bread, buttered, filled with chopped fried bacon and grated cheese.
12. White bread buttered, filled with chopped olives and mayonnaise.
13. White bread buttered, filled with mayonnaise, shredded lettuce or water cress.
14. White bread, buttered, filled with thin slices of turkey sprinkled with celery salt.
15. White bread, buttered and filled with Neufchatel cheese and fine minced candied orange peel and preserved ginger.
16. White bread buttered, filled with fresh caviare, seasoned with lemon peel.
17. White bread buttered, filled with the yolks of hard boiled eggs and anchovy paste.
18. White bread, buttered, filled with tuna fish and mayonnaise.
19. White bread, buttered filled with the yolks of hard boiled eggs and anchovy paste.
20. White bread, buttered, and filled with thin cut slices of cold boiled tongue sprinkled with celery salt.



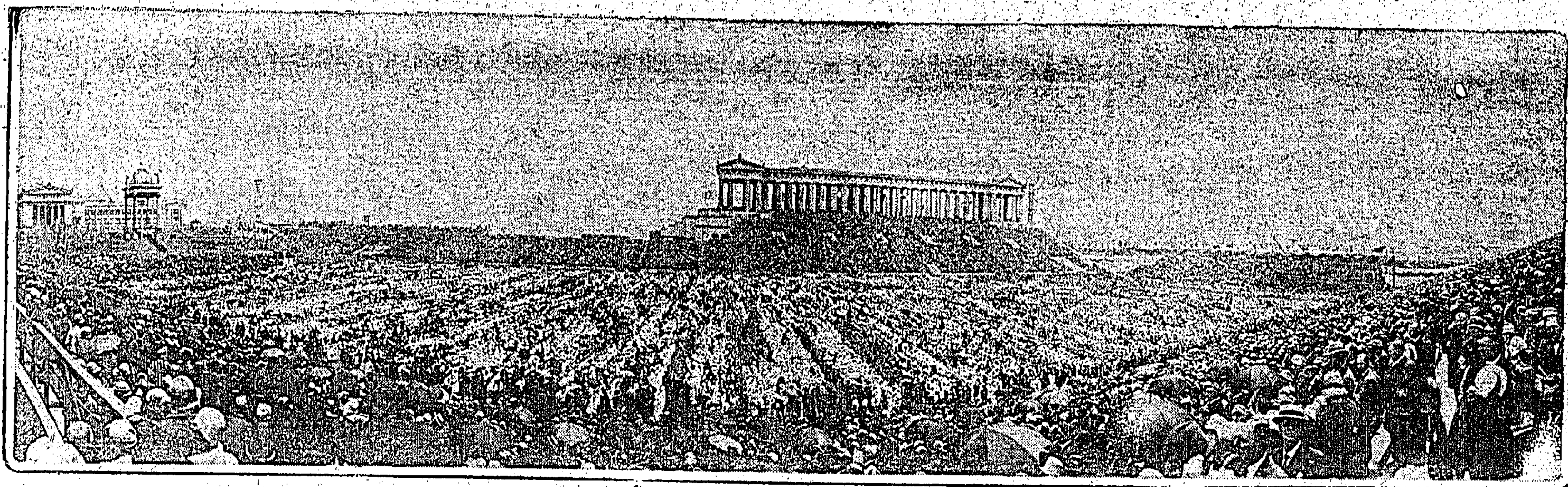
Miss Ernestina Calles, 19, daughter of President Calles of Mexico, is touring the United States. This photo was taken in New Orleans, where she admitted she is a flapper, and said she is proud of it.



THERE ARE TIMES WHEN YOU ARE OVERJOYED AT A "HOLE IN ONE!"

—AND THERE ARE TIMES WHEN YOU ARE NOT!

GREAT THROG AT INTERNATIONAL EUCHARIST CONGRESS.



One of the greatest sights at the International Eucharistic Congress at Chicago, was the throng of more than 200,000 who gathered for the "Mass of the Angels." Massed in the centre of the picture are the thousands of children who sang the responses of the mass in one mighty chorus. The altar is shown at the left of the picture.

LONE STEERAGE PASSENGER.

LOW RECORD BROKEN.

That is a story of a lone steerage passenger who received all the attention given a reigning Prince.

It is more than that. It is also the story of 202 officers and men who worked the French liner Chicago all the way across the Atlantic for the special benefit of just ten passengers.

Tied up at her pier in the North River recently the big liner was hailed as the holder of a record. To her is awarded the palm for carrying the smallest number of

passengers in the history of transatlantic travel, at least so far as the oldest members of the immigration service can remember.

Jacob Bertsky of Fonda, N. Y., was the only steerage passenger. He said to have amused himself by playing solitaire when he wasn't exploring the great open space of the third cabin quarters, which were designed for 500.

Fifteen stewards were charged with the duty of serving him and twenty-three cooks toiled in the galley to tempt his palate and those of the nine passengers in the first cabin.

Forty-four stewards vied with each other in attending to the wants of the nine who crossed in the first cabin quarters. Competition was keen, for a tip's a tip

even on a French liner, when it's a pourboire.

The Chicago's cabin is designed to accommodate 492, and the nine voyagers were allowed to choose their cabins and change as often as they liked.

It was this that provided the chief worry to the passengers for they never could be sure that they were enjoying the best accommodations. They had to be changing constantly, and before they knew it the twelve-day trip from Havre was at an end and there were still some 300 cabins yet to try.

A full force of immigration inspectors, customs officials and doctors went to meet the ship at the Quarantine. They were all worn out looking for passengers.

MOTOR BOAT RACE.

45-MILES-AN-HOUR MOTOR RACERS.

Jaunty yachting caps and white ducks were fashionable at Duke's Meadows Chiswick, on a recent Saturday afternoon, when nine of the world's fastest motor-boats churned up the peaceful Thames, attaining speeds of 40 miles an hour and over in racing for the Duke of York's trophy.

Britain won. In these days when championships are leaving our shores nearly every week, when the nation is nerve-tested by the Australians, it is glorious to record a British victory, writes a

Daily Chronicle representative.

A British boat was also second. The race was one of 32 sea miles, from Chiswick to Putney six times. At the starting point were Lord Louis Mountbatten and that disciple speed Viscount Curzon, acting as masters of ceremony.

A pistol shot rang out and away went nine boats with a mighty roar of engines suddenly brought to life. There were three British boats, two each from America and France, and one each from Canada and Germany. The first four home were:

1. Newg (Great Britain) 53m. 48s.
2. Bulldog (Great Britain) 53m. 25s.
3. Dixie Flyer

(U.S.A.) 65m. 21s.

4. Sigrid 4

(Germany) 70m. 56s.

Captain Woolf Barnato drove the way to victory, his average speed being 41.1 miles an hour. In the fifth lap the Newg was tearing the Thames at the rate of 45.1 miles an hour.

Drenched "Jockeys."

For a time it was thrilling to see the torpedo-shaped craft hurtling half through space and half on the broad back of Father Thames, but the thousands of spectators were not moved by the Boat Race.

Sadi II, one of the French boats, capsized early in the race, throwing her crew into the river. Boats rushed to the spot, Sadi was righted, and her drenched "jockeys," who were wearing life-

belts, took her away.

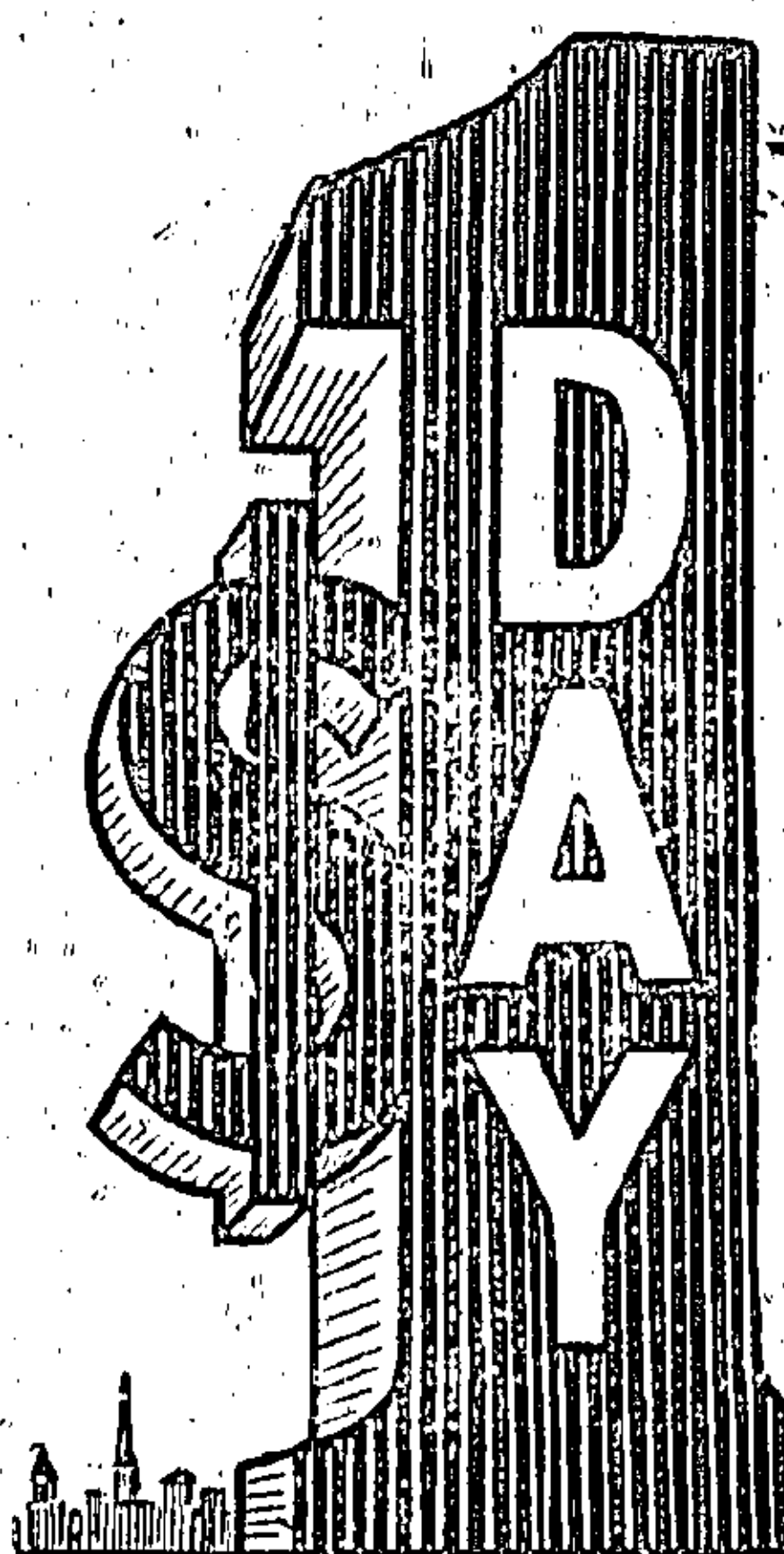
Little Shadow, an American boat—"the most expensive boat in the race," I was told—early developed engine trouble, and proceeded up and down stream at the pace ordinary attained by an elderly cyclist.

Her pilot was obviously trying to make repairs and keep going at the same time, but the clock was against him, and he was obliged to give up.

The Marine Motoring Association are to be congratulated on a very pleasant meeting.

Owing to other arrangements of the Duke of York, the ceremony of conferring the freedom of Edinburgh upon him has been postponed from July to October.

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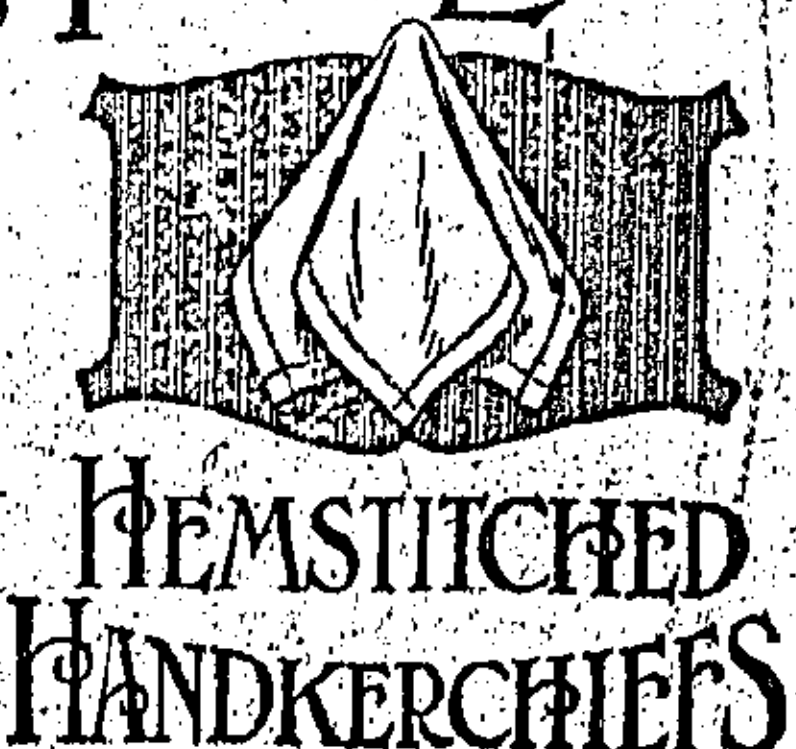
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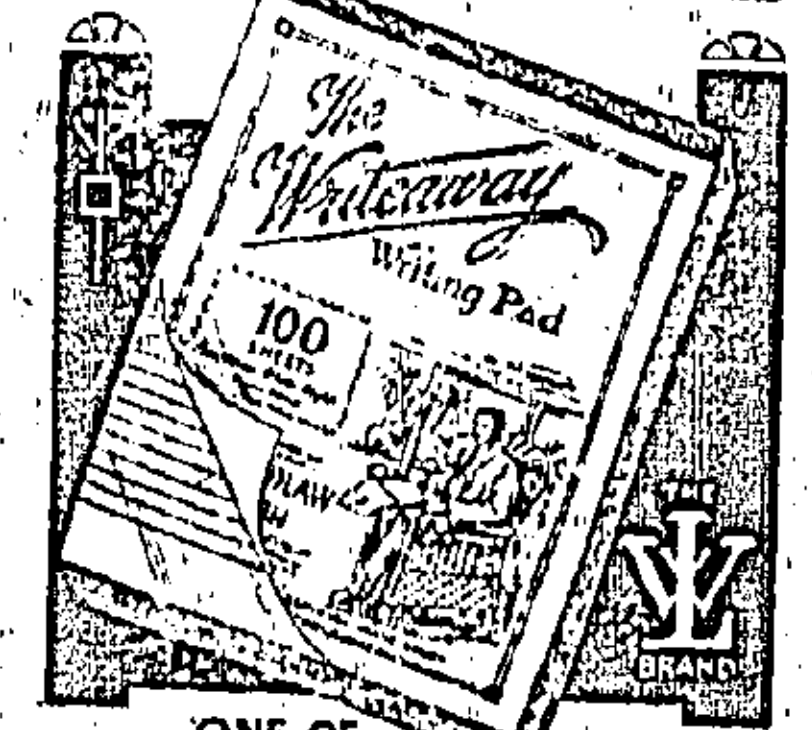
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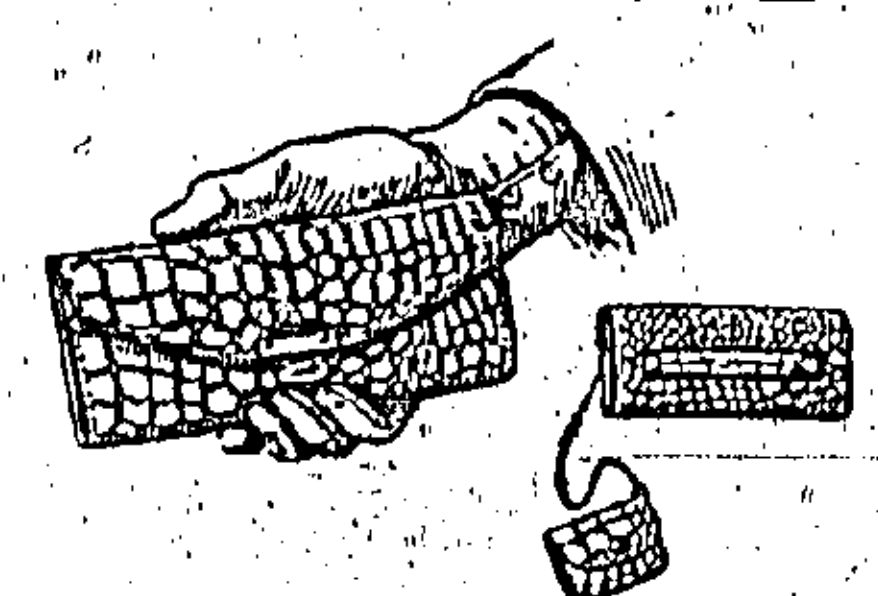


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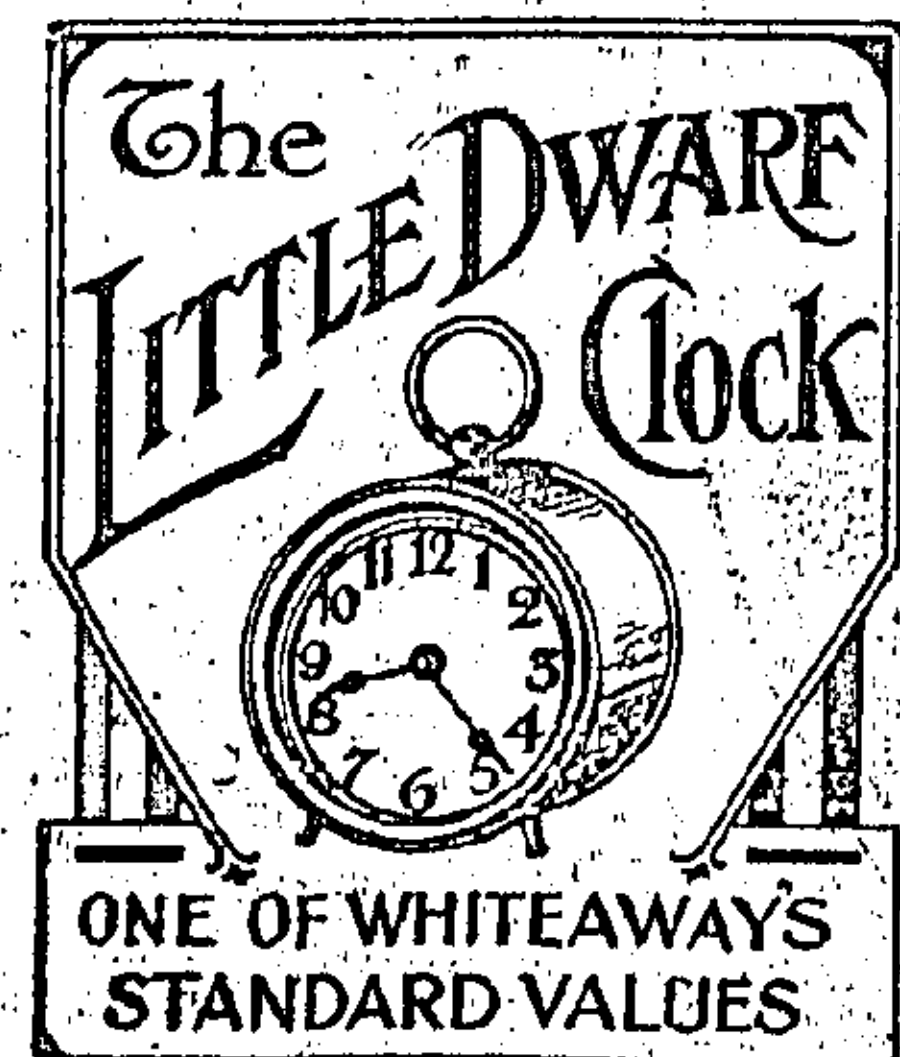
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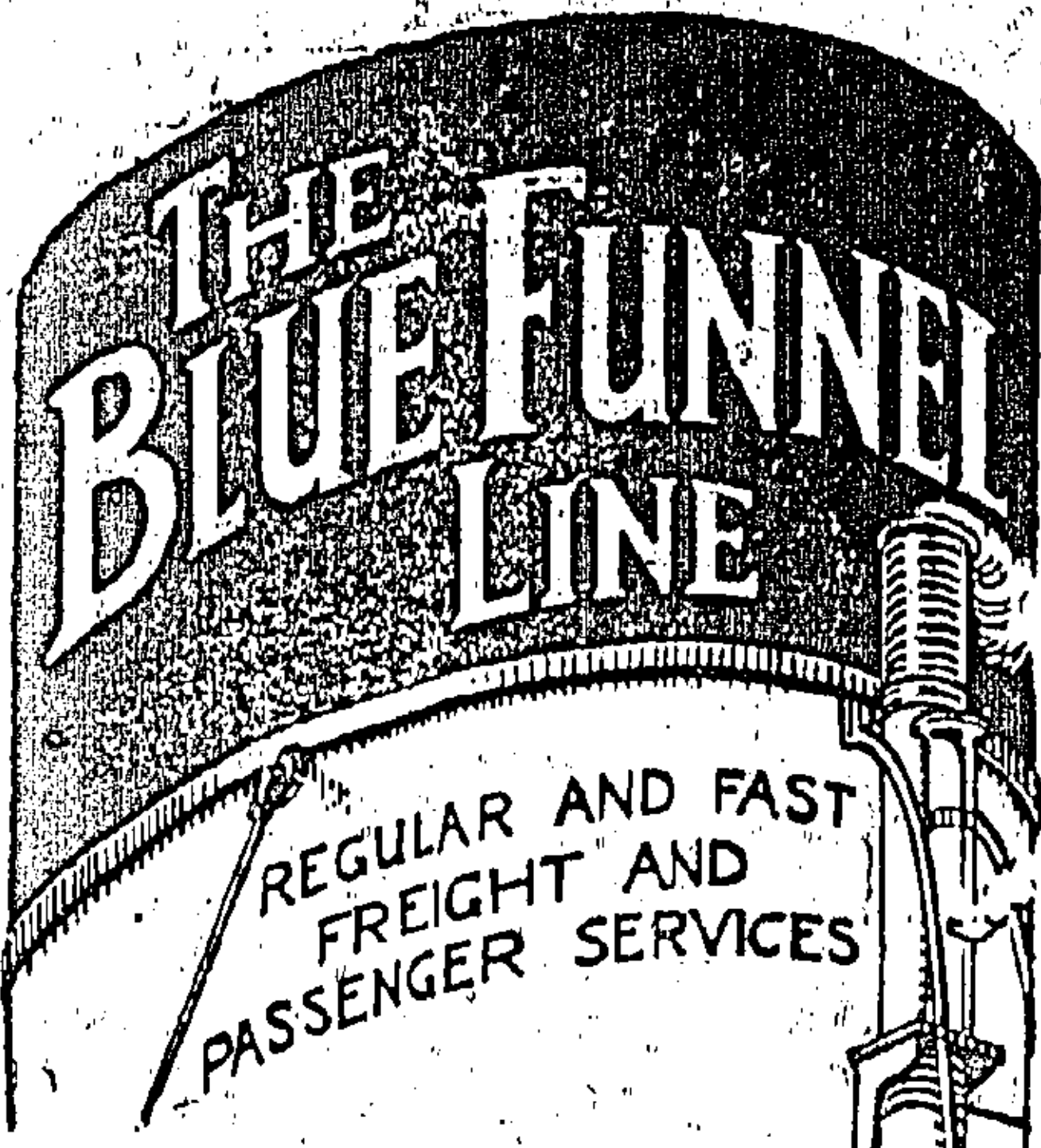


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 "SARPEDON" 8th Sept. Marseilles, London, R'dam & Hamburg
 "HELEUS" 21st Sept. Marseilles, London, R'dam & Hamburg

LIVERPOOL SERVICE

"EURYADES" 20th Aug. Genoa, Havre, Liverpool & Glasgow
 "TELEMACIUS" 29th Sept. Genoa, Havre, Liverpool & Glasgow
 "ATREUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

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via KOBE & YOKOHAMA
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 "ANTIOCHUS" 24th Aug. Victoria, Vancouver & Seattle

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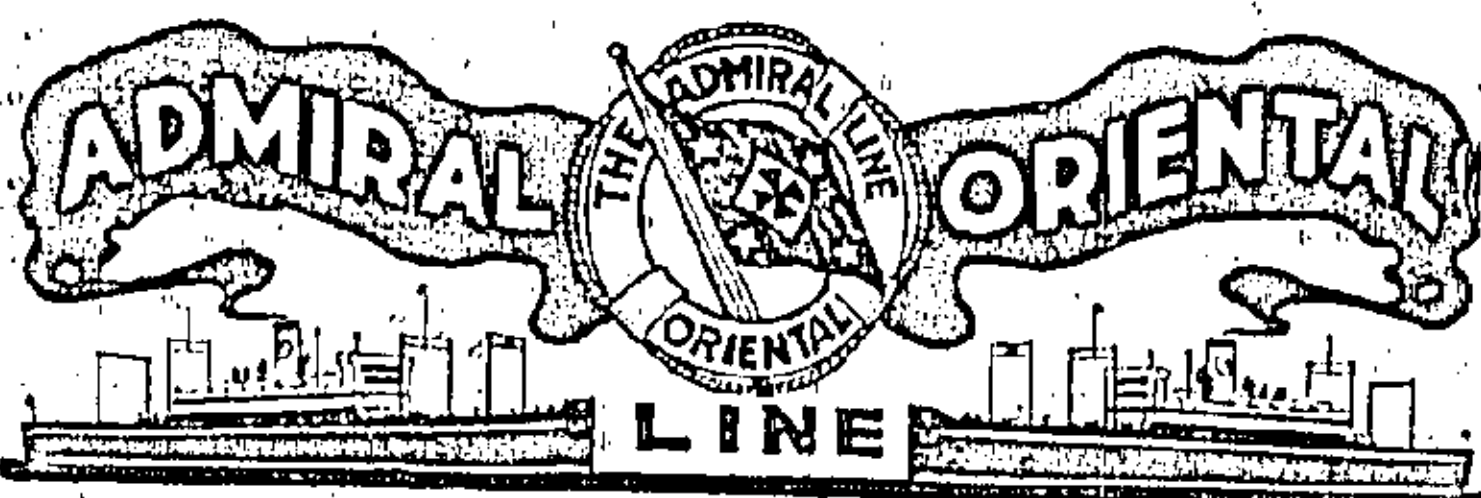
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 S.S. "PRESIDENT McKINLEY" Aug. 19th, 6.00 a.m.
 S.S. "PRESIDENT JEFFERSON" Sept. 1st, 5.00 p.m.

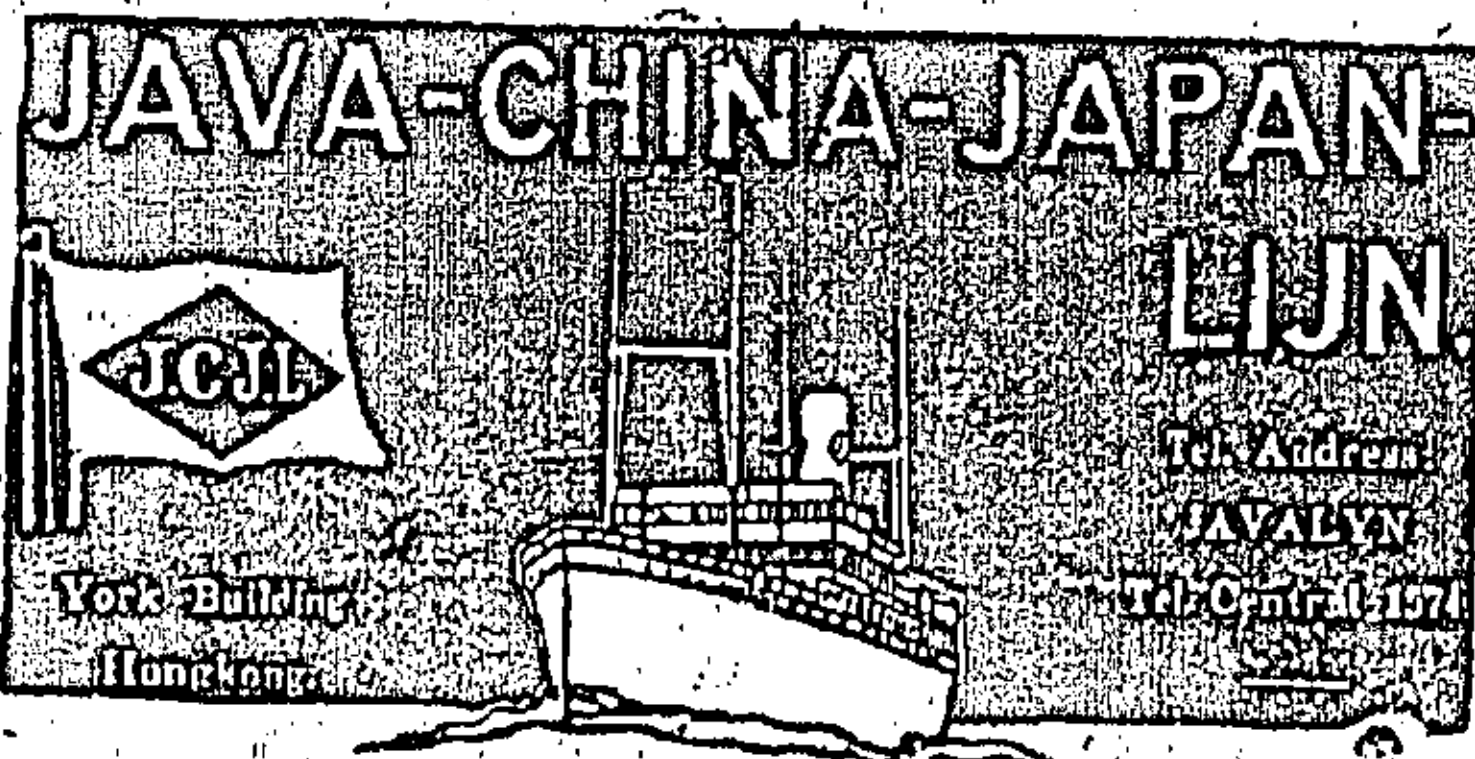
FOR MANILA

S.S. "PRESIDENT McKINLEY" Aug. 12th, 5.00 p.m.
 S.S. "PRESIDENT JEFFERSON" Aug. 24th, 5.00 p.m.
 S.S. "PRESIDENT GRANT" Sept. 5th, 5.00 p.m.

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Tjikondari	Shanghai	9 August	12 August	Batavia
Tjikwang	Java	13 August	17 August	Java
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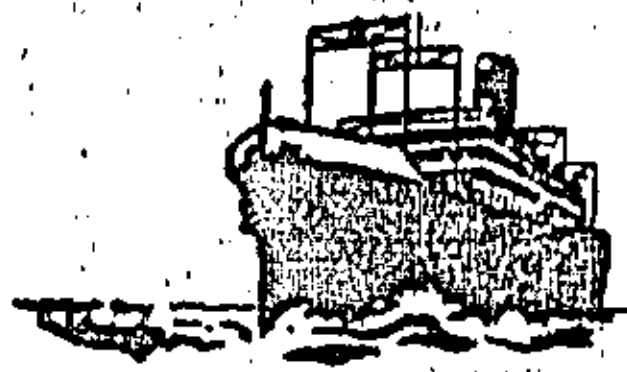
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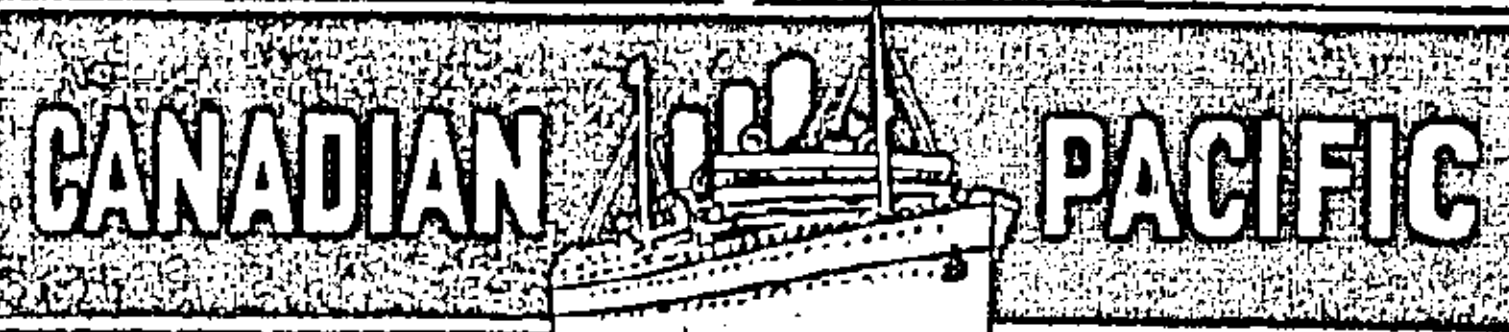
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EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
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The Steamship,

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Consignees of Cargo from Dunkirk, Antwerp, Middlesborough, London &c. In connection with above Steamer are hereby notified that their goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 6.00 a.m. Today requesting it to be landed here. Bills of Lading will be countersigned. Goods remaining unclaimed after Friday the 6th August, 1926, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the Monday the 9th August, or they will not be recognized. All damaged packages will be examined on Friday the 6th August, 1926, at Noon and subject to rent and lading charges.

No Fire Insurance has been effected

J. LIMAGE,

Agents

Hongkong July 31, 1926.

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5th August
 Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th August or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong 5th, August 1926.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

Bills of Lading will be countersigned by.

DODWELL & CO., LTD.

Agents.

Hongkong, August 4, 1926.

PRINCE CAROL.

MUST LIVE ON £6,000 A YEAR.

Bucharest, June 17.—Prince Carol of Rumania, whose affair with Mme. Lupescu attracted world wide attention, has been dropped from the Royal Civil list by the Rumanian Government.

His abandoned wife, Princess Helen, and her four-year-old son, the Crown Prince will receive Carol's former allowance, which amounts to £12,000 a year.

Carol will hereafter be obliged to live on the revenue from his small land holdings in Rumania and on the income from the money left him by his great-granduncle, King Carol I. These together are said to aggregate about £6,000 a year. The Prince continues to live in Paris with Mme. Lupescu.

Nicholas Nano, former Rumanian charge d'affaires at Washington, recently saw Carol in Paris. He says the Prince is showing keen interest in Rumanian affairs. Also he appeared somewhat "bored" with his life, with Mme. Lupescu. M. Nano believes Carol is now remorseful and a reconciliation between him and the royal family within six or nine months is not improbable.

He declares Mme. Lupescu has a firm hold on Carol and dominates him as Princess Helen, his own wife, never attempted to do. Mme. Lupescu keeps a sharp eye on him, M. Nano reports, fearing he may become enamoured of some pretty French girl. The pair recently bought a villa outside Paris and are now busy furnishing it.

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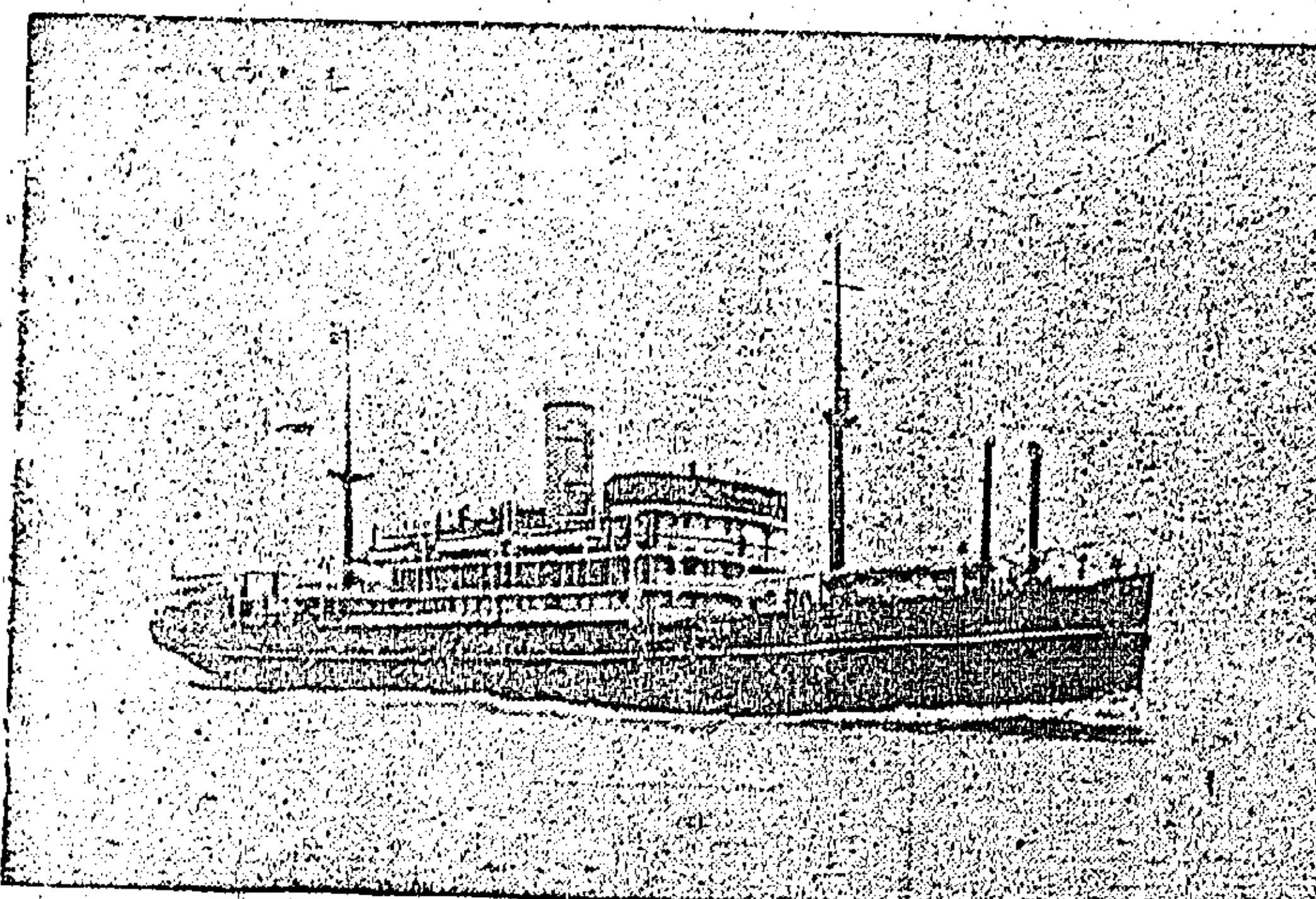
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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persia Gulf, Mauritius, & Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, & Antwerp Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MACEDONIA	1,108	21 Aug. noon	Marseilles & London
KALYAN	9,144	4th Sept.	M's, Casablanca, London, Antwerp & Hull
NAGPORE	5,283	10th Sept.	M's, London Hamburg Rotterdam & Antwerp
MALWA	10,941	13th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	M's, London, Antwerp & Hull
MOREA	10,918	16th Oct.	M's, London & Antwerp
KHYBER	9,114	30th Oct.	M's, London & Antwerp
MANTUA	10,902	13th Nov.	M's, London & Antwerp
KARMAIA	9,128	27th Nov.	M's, London & Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SHIRALA	7,841	7 Aug. 2 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	13th Aug.	S'pore, Penang & Calcutta
TAKADA	6,949	4th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	27th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'ane.
ARAFURA	6,000	29th Oct.	Sydney and Melbourne.

*Calls at Kolambagan
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Tientsin, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on the following:
Frequent connections to Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	14th Aug.	Shanghai Moji & Kobe
MALWA	10,941	19th Aug.	S'pore, Penang & Calcutta
SANTHIA	7,754	21st Aug.	Shanghai Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
JACKINSON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.



SERVICES CONTRACTUALS.

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hongkong and Sailing to Shanghai & Japan	Prob. Sailing from Hongkong to M's.
G'AL METZINGER			17th Aug.
AMAZONE			14th Sept.
ANCERS			23rd Sept.
D'ARTAGNAN	13th Aug.	14th Sept.	23rd Oct.
ANGKOR	27th Aug.	28th Sept.	26th Oct.
PORTHOS	10th Sept.	12th Oct.	9th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIGNES COMMERCIALES (CARGO-BOATS)

S.S. SI-KIANG from Dunkirk, L'don, Havre is due to arrive about 22nd August.

For full particulars apply to
Messageries Maritimes Co.,
Phone: Central 740
3, Queen's Building.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OOSTERK	23rd August.
S.S. OUDERKERK	20th September.
S.S. SIMALOER	18th October.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. GEMMA	7th August.
S.S. ZOSMA	4th September.
S.S. OOSTERK	2nd October.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tel. Central No. 1574. Agents, York Building



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TENYO MARU	Monday, 9th Aug. at noon.
KOREA MARU	Tuesday, 24th Aug.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	
GINYO MARU	Wednesday, 25th Aug.
ANYO MARU	Tuesday, 12th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
SUWA MARU	Saturday, 14th Aug.
FUSHIMI MARU	Saturday, 28th Aug.
SYDNEY & MELBOURNE via Manila & Ports.	
MISHIMA MARU	Wednesday, 18th Aug. 11 a.m.
TANGO MARU	Wednesday, 22nd Aug.
NEW YORK and/or BOSTON via PANAMA.	
CALCUTTA MARU	Saturday, 7th Aug.
HAKODATE MARU	Friday, 20th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town.	
KAMAKURA MARU	Saturday, 21st Aug.
BOMBAY via Singapore & Colombo.	
AWA MARU	Wednesday, 11th Aug.
NAGANO MARU	Monday, 30th Aug.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Friday, 20th Aug.
NAGASAKI, KOBE & YOKOHAMA.	
TANGO MARU	Saturday, 21st Aug.
SHANGHAI, KOBE & YOKOHAMA.	
HAKUSAN MARU	Monday, 9th Aug.
PENANG MARU	Thursday, 12th Aug.
TOYOOKA MARU	Monday, 16th Aug.
KITANO MARU	Tuesday, 24th Aug.

For further information apply to: NIPPON YUSEN KAISHA.
Tel. Central Nos. 292 (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
S.S. "CORBY CASTLE" Sails on or about 19th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0d	£66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.	
S.S. "FIUME L."	4th Sept.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.	
S.S. "VENEZIA"	8th August.
S.S. "ROSANDRA"	7th Sept.
S.S. "FIUME L."	30th Sept.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.	
S.S. "UMYOLOSI"	Sails from Calcutta 31st August.
S.S. "UMZUMBI"	Sails from Calcutta 30th Sept.
	Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.
Telephone Central 1030. Agents

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMOV	24th August.	PEMBROKESHIRE	25th August
GLENHARRY	2nd September.	L'don, R'dam & H'burg via Oran.	
GLENAPP	16th September.	GLENOCLE	22nd September
GLENSHANE	5th October.	L'don, R'dam & H'burg via Oran.	
CARMARTHENSHIRE	16th Oct.		
GLENBEG	28th October.		

Movements are subject to change without notice.
For freight or further particulars please apply to:

Jardine, Matheson & Co., Ltd.
Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3695.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT Co., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

On Sunday 8th Instant s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3 P.M. (Special Sunday tariff \$1.50.)

On Wednesday 11th, Thursday 12th, and Friday 13th, August steamer leaves Hongkong for Macao at 2 P.M. instead of 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal From Hongkong 30th July.
S.S. "MALVERNIAN" via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "SPRINGBANK" via Suez Canal 30th September.
AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

For Marseilles, London & Havre, From Hongkong.
S.S. "ROMEO" 26th July.
For Marseilles, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £83. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong July, August.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, M'sel Bay & Capetown.
Through Bills of Lading issued to Boria, Quillimaine, Ibo, Port Amelia, Mozambique, Chinde, Imhambane, Zanzibar, Monjassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the "BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "MALVERNIAN" via Suez Canal 13th August.
S.S. "DEUCALION" via Suez Canal 27th August.
S.S. "ANTIOCHUS" via Suez Canal 10th Sept.
S.S. "CITY OF EVANSVILLE" Suez Canal 24th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
CHANGE	11th August	18th August
TAIPING	10th September	17th September
CHANGE	8th October	16th October
TAIPING	9th November	17th November

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central.

METALS

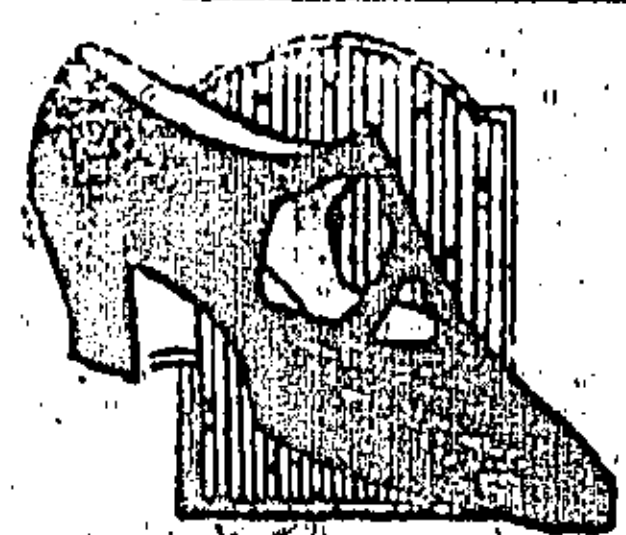
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

[ESTABLISHED A.D. 1890]

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Phone Central 515.



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Japanese Shoe Export.

TORTOISE SHELL BOXES!
AND CASES A SPECIALITY

Astor House Hotel Building,
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MASSAGE HALL

23 WYNDHAM STREET

MRS. H. MORITA.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

37, Queen's Road, Central.

2nd floor.

Mrs. J. CRAWFORD,

Massage Hall

No. 14, Zetland Street

MRS. SEKAI

MASSAGE

Tel. No. C. 4433, 2nd Floor

2, Duddell Street, Hongkong

PRISONER'S BLESSINGS.

ON MAGISTRATE WHO

SENTENCED HIM.

Blessings were showered upon

the magistrate at Hull recently

by Frederick Thorold, labourer,

who was sentenced to three

months' imprisonment for theft.

The following was his recita-

tion:—

May the blessing of God await

thee.

May the Sun of Glory shine

around thy bed; and may the

Gate of Plenty, Honour and

Happiness be ever open to thee.

May no sorrow distress thy

days, may no grief distress thy

nights;

May the Pillow of Peace kiss

thy cheeks, and the pleasures

of Imagination attend thy

dreams;

And when the length of years

makes thee tired of earthly joys,

and the Curtain of Death gently

closes around, thy last sleep of

human existence,

May the Angel of God attend

thy bed and take care that the

expiring Lamp of Life shall not

receive one rude blow to hasten

on its extinction.

Thorold pleaded for leniency,

and said he was one of the first

wounded soldiers to arrive at Hull

during the war.

J. ULLMANN & Co.

ALEXANDRA BUILDING
CHATER ROAD.

WATCHES
CLOCKS
JEWELLERY
DIAMONDS
CUT GLASSES
FANCY GOODS

HOUSES IN

PARIS, LA CHAUX-DE FONDS.
SHANGHAI, TIENTSIN HANKOW
AND PEKING.

HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS. LIMITED.

In association with the Grand Hotel
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KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 575. Telegraphic Address: "Victoria."

KOWLOON HOTEL.

The Premier Hotel in Kowloon.

This First Class Residential and Tourist Hotel provides the acme of
comfort and service for its guests.

Six stories of up to date elegantly furnished airy rooms with latest
sanitary appliances.

Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each floor.

Special Rates for Families.

Monthly and Daily Rates at moderate terms.

Under new and progressive management.

Tele. K. 622 & K. 697. Telegraphic Address: "KOWLOTEL"
HONGKONG.

THE EUROPE HOTEL. SINGAPORE.

Terms: A la carte or Inclusive.

Telephone in every room.

After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" ARTHUR E. ODELL,
Telephone 2740. Managing Director.

NEW TATE GALLERY.

R.A.'s LIGHTNING IMPRESSION
OF NOTABLE CEREMONY.

The opening by the King and
Queen of the new Sargent Gallery
and Modern Art Gallery at the
Tate Gallery, Millbank, may very
readily prove to be the subject of
a future Royal Academy picture.

During the ceremony Sir John
Lavery, R.A., from a point of vantage,
made a lightning impression
in colour which should be invaluable
as the basis of a larger canvas.

The new wing, into which a system
of beautiful lighting has been

introduced, is 110ft long. When
the remaining galleries which it is
proposed to add have been erected
London will possess one of the largest
art galleries in Europe and the
largest gallery in the world
devoted solely to modern art.

Public interest on opening day
centred round the Sargent collection,
including the series of portraits
of the Wertheimer family, as
well as the loan portraits of Sir
Philip Sassoon, Lady Sassoon, and
Mrs. Charles Hunter. In the
basement were seen, probably for
the first time to real advantage,
the Sargent watercolours and oil
landscapes by which some of his
intimates like to know the painter
best.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria Hongkong.

FIRST LADY TO SWIM THE CHANNEL.



This picture, taken at Cape Gris Nez, two months ago show Miss Gertrude Ederle (right) in company with her trainer, the old Channel swimmer, William Burgess, and Miss Lillian Cannon (left) who is another American aspirant for channel honours this year. To-day's cables show that Miss Ederle has accomplished the feat.

SHANGHAI HEAT WAVE.

STILL MORE VICTIMS.

Although much relief was afforded on Saturday and Sunday last by strong breezes, the heat wave in Shanghai continues unbroken. For well over three weeks the thermometer maximum has kept in the nineties, with minimum in proportion.

The heat is causing much concern in Chinese circles and the Commissioner of Police, Gen. Yen Chun-yang, has appealed to the public to take every precaution against summer diseases and subscribe to the hospitals.

Up-country the farmers are very anxious as to the effects of the heat on their crops, unless rain falls within the next week.

Eight deaths were reported to Gen. Yen during the weekend. A member of the Shanghai and Woosung Constabulary, Chang Yu-lung, fell unconscious on Friday after standing on duty for several hours in the scorching sun at West Gate. He was immediately removed to hospital, but died before reaching there. Chang was only 25 years old.

Tsu Chuh-san, a petty dealer in Nantao, dropped suddenly on Saturday and, before help could be rendered, he had expired. A country woman, Chen Teh-fang, 30, died suddenly in the streets of Chapei. An incense maker, 40 years of age, dropped unconscious in Pootung and passed away before his friends could come to his assistance. Chang Yin-yuan, 50, a Ningpo merchant, reported that he was feeling ill on Saturday morning and in the afternoon he died. A Chinese girl died from heat on Saturday morning. Sleeping on a boat in the open air on Saturday night, a Chinese was found dead by his friends later. An unidentified coolie was found dead near Markham Road by the side of Sochow creek.

UNCLEAN FOOD.

In a petition to the Shanghai and Woosung Police, a number of leading Chinese in Chapei say that the prevailing disease is due largely to the fact that unclean foodstuffs are being sold in Chinese territory. The very few cases of summer diseases in the Settlement and French Concession are due to the fact that foodstuffs are constantly and carefully examined by competent officers. There is no reason, they say, why a similar practice cannot be introduced in Chinese territory. Certainly it would receive the support of the general public, they say.

Meanwhile, say the Chinese press, orders have been given that all food for convicts must be carefully examined, all cells kept clean, and on any outbreak of illness patients must be removed to the isolation hospital at once.

PLACATING THE HEAVENS.
A proclamation was issued during the week-end by the local and provincial authorities forbidding the slaughter of animals for three days, so no pork was to be obtained yesterday. Special prayers will be offered to the heavens for rain.

MEXICO'S RELIGIOUS LAWS.

THE POSITION OF UNITED STATES.

Washington, Aug. 6.

The State Department with reference to the resolution of the Knights of Columbus condemning the new Mexican religious laws, declares that the U.S. Government has always interested itself on behalf of the legitimate personal or property rights of American citizens in Mexico, but that the United States is unable to intervene in matters of local political concern in Mexico. The Department has pointed out that it has received hundreds of communications from Catholic organisations and individuals regarding the present controversy, most of which have been referred to the Mexican Embassy at Washington.

A message from Mexico City says that the authorities have returned to by Mexican Rector the American Protestant Episcopal Church at San Jose, seized by the Government on Monday. The Government has not interfered with other Protestant churches in Mexico. *Reuter's American Service.*

U. S. LABOUR LEADER'S HOPES.

New York, August 6.

Mr. William Green, President of the American Federation of Labour has issued a statement to the effect that the Federation's interest in Mexico is purely economical and industrial, but nevertheless deploring the unhappy situation which has arisen and earnestly hoping that reason and sound judgment will prevail. *Reuter's American Service.*

COTTON IN AUSTRALIA.

PHENOMENAL GROWTH.

Melbourne, August 6.

The *Herald* states that the Cotton Bounty Act just introduced into the House, emphasises the phenomenal growth of the cotton industry in Australia, and states that since 1919 cotton production increased from 500,000 to 17,500,000 pounds, but that more than twenty times the present production of raw cotton is needed before Australia will be able to manufacture the greater part of the cotton goods which at present are imported. *Reuter.*

ing the week-end by the local and provincial authorities forbidding the slaughter of animals for three days, so no pork was to be obtained yesterday. Special prayers will be offered to the heavens for rain.

LABOUR ENQUIRY.

BRITAIN'S COMMISSION TO AMERICA.

London, August 6.

The Government is sending to Canada and the United States in September a delegation to enquire into industrial conditions, especially relations between employers and employed, headed by Sir William Mackenzie, and comprising Messrs. Mitchell, Leggett and Emerson from the Ministry of Labour; Mr. Devin, of the Transport Workers' Union; Mr. Kaylor, of the Amalgamated engineering Union; and Messrs. Michael Dewar and Randolph Smith, industrialists. *Reuter.*

Sir William Warrender Mackenzie, K.C., K.B.E., has been President of the Industrial Court since 1919, and has been Chairman of many Commissions enquiring into industrial questions, whilst he has acted as arbitrator and conciliator in numerous disputes for the Board of Trade, and the Ministry of Labour.

INDIAN AFFAIRS.

GOVERNMENT ADVISES NATIVE STATE.

Simla, Aug. 6.

The Nizam of Hyderabad has issued an official communique confirming the message from Delhi. The communique says that the Government of India drew attention to certain departments of the Nizam's Government needing reform and improvement, and offered friendly advice. The Nizam had already for some time been giving attention to the matter contemplating necessary measures, which will shortly be effected. *Reuter.*

RUBBER EXPORTS.

NEW PROVISIONS EXPLAINED.

London, August 6.

The Colonial Office announces that provisions regulating the export of rubber from Ceylon and Malaya, as announced on April 25, apply in respect of the current quarter beginning August 1st, of future quarters unless and until it is decided to modify them. Those provisions, at any rate, will be applied without modification in so far as they concern the average price of 1s. 10d. per pound during the current quarter and the consequential percentage of release of rubber during the quarter beginning November 1st at the minimum rate of duty. *Reuter.*

Entertainments.

2.30
5.15.

QUEEN'S

7.15
9.15

NORMA SHEARER

and

CONRAD NAGEL

in

EXCUSE ME

together

with

THE BIG
SHOW

&

SEASIDE
MEMORIES

STAR

CONTINUOUS

5.30 to 11.15 p.m.

TO-DAY ONLY

ANOTHER BIG DOUBLE BILL

THE EMPTY CRADLE and TRUMPET ISLAND

TO-DAY
ONLY

TRIUMPHANT
RETURN TO THE

COLONY OF

LILIAN GISH

in

Her Life's Masterpiece

THE WHITE SISTER

12 MOVING REELS OF DRAMA
THRILLS AND ROMANCE

The Most Beautiful Film this
Lovely Star has made

SHOWING

at 2.30, 5.15,

7.15, & 9.15 p.m.

THE WORLD

POPULAR POPPY DAY.

£200,000 INCREASE SINCE ITS
INSTITUTION IN 1921.

Poppy Day attracts more support each year from the public. Instituted on November 11, 1921, the following figures show the remarkable increase:—

1921		£103,000
1922		204,000
1923		250,000
1924		350,000
1925		399,000

Collections were made and poppies sold all over the United Kingdom, in many of the overseas Dominions and foreign countries.

During the past year £153,378 has been spent in relief of distress, £18,601 in small business

loans, and £3,538 in employment schemes.

Arrangements have now been completed for the further extension of the sale of wreaths of Flanders poppies. Wreaths can be obtained at 26, Ecclestone-square, London, the British Legion's Appeal Department, at various prices, and they can be placed on war graves or memorials in France or Flanders for an additional charge of 2s. 6d.

Ottawa.—Nature has played a unique prank in an orchard in Napanee, Ontario. On the topmost branch of a crab-apple tree strange bud formation bloomed into a perfectly fashioned white rose. Botanists are unable to explain the freak.